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FOUNDED 1861 六拜禮 號一廿月二十英港香 SATURDAY, DECEMBER 21, 1929. 日一廿月一十

THE CHINA LIGHT MEETING.

AMALGAMATION PLAN INACCEPTABLE.

HOME EXPERT'S REPORT VERY SATISFACTORY.

DIRECTORS PRAISED.

Steady progress was reported by the China Light and Power Co., Ltd., at its annual meeting this morning, presided over by Mr. R. C. Shewan.

Some interesting announcements were made by the Chairman, one of these being to the effect that Mr. A. H. Preece, the expert invited out from home, to advise on steps to be taken to ensure the development of the Company on modern scientific lines, had presented a preliminary report which was most satisfactory.

Reference was also made to the offer of amalgamation made by the Hongkong Electric Company, it being disclosed that the terms were not found acceptable to the Directors of the China Light and Power Co.

Chairman's Speech.
Addressing the shareholders, Mr. Shewan said:—Gentlemen,—I propose with your approval to take the report and accounts, copies of which have been in your hands for the required period, as read.

The net profit available for appropriation, after payment of the interim dividend of five per cent. amounting to \$179,109.74, is \$433,046.81, which we recommend be distributed as follows:—In payment of a final dividend of nine per cent., making fourteen per cent. for the year, amounting to \$332,000, and in payment of a bonus to the staff of the Company amounting to about \$23,080, leaving a balance of about \$78,000 to be carried forward.

Reduced Rates.
Units sold during the year rose to 13,131,526, an increase of 29 per cent. It has been the special endeavour of the Company to encourage and assist users of electricity for power purposes, and with this end in view the rate per unit for power has now been reduced to 7 cents per unit for all motors, while special discounts are allowed on all monthly accounts of \$100 and over. For lighting, our charge, in accordance with our undertaking at the time we began to change our voltage, has been reduced as from 1st October last, to 18 cents per unit, with discounts to large consumers.

In connexion with the change of voltage, large areas have been completed and much apparatus, such as fans, etc., has been converted to the higher voltage. Much still remains to be done before a complete change-over can be effected.

Consumers' Deposits.
With regard to consumers' deposits, which amounted at 30th September to \$282,915.05, we have now decided to keep these entirely separate from the Company's funds and to invest them outside the business of the Company. A formal Declaration of Trust in respect of these deposits has been drawn up, and will shortly be available to our consumers for their inspection. Your Directors hope the adoption of this policy is one that constituents of the Company will appreciate, inasmuch as it is one not generally initiated but a step which the Board has decided to take in the special interest of depositors.

As indicated at the last annual general meeting, an agreement has now been closed with the Government for the supply of electricity to the New Territories. As I said then, we do not expect this branch will show a speedy return, but we are looking to the future and to the great expansion which is now taking place in Kowloon and which must sooner or later extend to the New Territories.

(Continued on Page 9.)

STONES ON PEAK TRAMLINES.

TWO LADS ORDERED CANING THIS MORNING.

DERAILMENT DANGER.

That by their action, a tram carrying 16 passengers down from the Peak might easily have been derailed, was the contention of an Inspector of the Peak Tramway, when he gave evidence against two Chinese boys who were charged before Mr. Grantham at the Central Magistracy this morning with disorderly conduct by placing stones on the Peak tramlines.

The Inspector said he was in the first-class compartment of the tram which was descending the Peak about 1.10 p.m. yesterday, and when at Kennedy Road station he saw some stones placed on the tram lines, and two boys running away from the spot. He sent a coolie to give chase and he captured one of the boys, whilst the police arrested the second, subsequent to a statement made by the other lad.

Mr. Grantham asked if such an act would cause an accident, and the Tram Inspector said it would probably have the effect of derailing the tram. There were 16 passengers aboard at the time, and he took a very serious view of the case.

The defendants made no reply to Mr. Grantham's query as to why they placed the stones on the line, and they were each sentenced to 12 strokes of the cane.

AUSTRALIAN POLICY OF PROTECTION.

ABSTENTION FROM LEAGUE CONFERENCE.

Melbourne, Dec. 20.
At a luncheon given to-day by the Australian Association of British Manufacturers, Mr. Scullin, the Prime Minister, defended the new Australian tariff schedules as consistent with Australia's policy of Protection.

Mr. Scullin also explained that Australia's absence from the League of Nations Conference on the proposed tariff truce is due to the fact that the Conference is chiefly concerned with Europe and cannot affect Australia directly.—*Reuter.*

U. S. CONGRESSMAN KILLED.

AIR DISASTER OVER THE BOLLING FIELD.

Washington, Dec. 20.
Five persons were killed in a terrible air crash at Bolling Field to-day.

The victims include Mr. Kaynor, a Member of Congress, his secretary, an Army pilot, Captain Hadling, and two mechanics.

No explanation of the crash is yet forthcoming. It occurred at the military aerodrome at Bolling Field.—*Reuter's American Service.*

FRENCH AIRMEN STILL DELAYED.

AIM OF FLIGHT NOT NOW ATTAINABLE.

Agua, Dec. 20.
The bad weather in the region of Agua continues and Le Brix and Rossi, the French airmen engaged in a flight to Saigon are delayed further.

It is hoped that the conditions will have improved sufficiently to permit a resumption of the flight to-morrow, but it is evident now that the hope of covering the whole route in a hundred hours including stops cannot be realised.—*Reuter.*

THE HATRY CASE.

TABOR RELEASED ON BAIL OF £5,000.

London, Dec. 20.
The Judge in Chambers to-day, assented to an appeal for the release on bail of Albert Edward Tabor, one of the four defendants in the Hatty Case.

Tabor has been released, the bail being fixed at £5,000.—*Reuter.*

LORD PRIVY SEAL HECKLED.

CRITICISED IN HOUSE OF COMMONS.

UNEMPLOYMENT DEBATE ON SALARY VOTE.

A FORCEFUL ANSWER.

London, Dec. 20.
On a motion for the reduction of the salary of the Rt. Hon. Mr. J. H. Thomas, the Lord Privy Seal, the House of Commons to-day again debated the problems of unemployment. A strong attack on Mr. Thomas was made by Mr. Wheatley, who complained that mere schemes of widening roads, repairing bridges, etc., were futile.

Mr. Baldwin, the leader of the Opposition, declared that the cost of living fell twelve points during his term of office and had already risen seven points under the present regime.

The Conservative leader also claimed that wages rose by twelve points under his regime and had fallen five since the MacDonald Administration came into office.

Liberal Leader Conciliatory.

Mr. Lloyd George, the Liberal leader, was conciliatory. He urged the Government to start another survey in the next few weeks and to tackle the problems afresh.

Mr. Thomas declared that he was not going to acquiesce in increasing the country's deadweight of debt, nor add to the difficulties of British industry in the world market.

The motion was rejected and the vote for Mr. Thomas's salary was carried by 222 votes to 146.

The debate arose out of the report stage of the supplementary estimate for the Minister in Charge of Unemployment.

"Not One New Idea."

Mr. J. P. Wheatley, the leader of the Left Wing of the Labour Party, was Mr. Thomas's sternest critic. He strongly criticised the record of the Minister in regard to unemployment.

He declared that one had to face the hard fact that Mr. Thomas was making no impression on the unemployment situation. So far as he could see there was not one new idea. The schemes and plans which Mr. Thomas had submitted were those which had baffled the minds of Labour Ministers ever since the unemployment problem had existed.

Mr. Baldwin declared that Mr. Thomas was simply playing the same old game which the Conservative Party played four years ago. It seemed that the total products of Mr. Thomas's schemes would be to find work for only 70,000 to 75,000 men, if spread over five years.

"No Cause for Despair."

Mr. Lloyd George said he did not think there was any cause for despair. Unemployment was, in the main, attributable to the fact that our export trade had not recovered.

That was bad, but when he looked at the conditions of the export trade in other countries he did not think we had very much cause to feel despair.

There were, however, two things on which the Minister should give the House information. The first was how much work he had provided under his schemes this year, and the second was how many more men would have work provided for them by Government grants and assistance than by the schemes of their predecessors in office.

Mr. Thomas's Reply.

Mr. Thomas said that when he approached the unemployment problem he made up his mind that if work could be provided it was the Government's duty to do it.

That was subject to two conditions, one that he could not be a party merely to adding to the dead weight debt of the country, and two that work accelerated or employment provided would add to the efficiency of the country.

There were, eighty odd bills waiting to pass the House and forty of these contained the Government's scheme.

(Continued on Page 18.)

HONGKONG BANK'S TAX RELIEF.

NO PAYMENT IN RESPECT OF NEW ISSUES.

RESULT OF PETITION.

Under an amendment of the Schedule of the Stamp Ordinance, the Hongkong and Shanghai Banking Corporation is to be relieved of payment of the 1 per cent. tax on its note issue above the value of \$45,000,000.

This is to be effected by adding to Heading No. 9 in the Schedule the following proviso:

"Provided also that with effect from the 19th December, 1929, and pending the further order or regulation of the Governor in Council the duty on bank notes of the Hongkong and Shanghai Banking Corporation shall not exceed one per cent. per annum on \$45,000,000 of the aggregate bank note issues of such corporation."

The Bank's present note issue exceeds the sum mentioned, so that the effect of the amendment will be that any new issue of notes will be relieved of the tax.

The concession now made by the Government follows representations which were made by local Banks last month, when it was decided to petition the authorities to remove the 1 per cent. tax in so far as that portion of the note issue against silver dollars was concerned.

It was felt that the withdrawal of the tax would be an inducement to the note-issuing Banks to increase their issues, and that this would relieve the shortage of notes from which the trade of the Colony has been suffering.

CAPE TOWN FLIGHT DISASTER.

SOUTH AFRICA'S MESSAGE OF SYMPATHY.

London, Dec. 20.
The following telegram from the South African Minister for External Affairs has been received by the Dominions Secretary:

"His Majesty's Government in the Union of South Africa has learned with the deepest regret that the Royal Air Force Kairrey monoplane on its nonstop flight from England to Capetown has crashed and that both pilots were killed.

"They desire to convey to His Majesty's Government in the United Kingdom their deepest sympathy in this disaster and in the loss of the valuable lives of the gallant airmen. Please also convey to the Chief of the Air Staff and to the relatives of the airmen the heartfelt condolence of the Chief of the General Staff, the Director of Air Services and all ranks of the Union Defence Force."

—*British Wireless.*

PORAT SUSPENSION SOON LIFTED.

CONTEST FOR NEXT MONTH SANCTIONED.

New York, Dec. 20.
The New York State Athletic Commission has lifted the suspension on Otto von Porat, the heavyweight boxer, and has sanctioned a contest between him and Paulino Uzcudun at Madison Square Garden on January 10th.

Von Porat was suspended indefinitely seven days ago for fouling Phil Scott, the British heavyweight champion, in a contest of elimination for a tilt at the world title. The foul was described as a particularly bad one.—*Reuter's American Service.*

TRADITIONAL XMAS WEATHER.

SNOW FALLS IN MANY PARTS OF BRITAIN.

London, Dec. 20.
No newspapers are being published in England on Christmas Day or Boxing Day.

There is a prospect of traditional Christmas weather. Snow has fallen in many parts of the country, and more is forecasted.

Snowploughs are working in the northern moorlands, where the weather has been particularly severe.—*Reuter.*

COLONY'S TRADE STATISTICS.

IMPORT AND EXPORT REGULATIONS.

DETAILS WHICH SHIPPERS MUST SUPPLY.

PROPOSED NEW RULES.

In connexion with the Government's intention to revise the Trade Statistical Department, new regulations, in substitution of the old, are to be made under the Registration of Imports and Exports Ordinance. These are now under consideration by the Governor-in-Council. As suggested, the main proposals are as follows:

Every person who imports any article by sea, land, or air shall within seven days after taking delivery of such article furnish to the Superintendent an accurate and complete import declaration relating to such article in form No. 2 in the Appendix, or in such Chinese translation thereof, as may be approved by the Superintendent.

Import Manifests.

The owner and master of every ship which arrives within the waters of the Colony shall within 48 hours of the arrival of the ship furnish to the Superintendent an accurate and complete import manifest containing a statement of all articles imported by such ship with the following particulars of each article:—(a) Number and description of packages, (b) distinguishing marks or numbers, (c) description of goods, (d) consignor, (e) consignee's name and address; provided that when the consignee's address cannot be ascertained by the owner or master in time to be entered on the manifest, the owner shall within seven days of giving delivery of any article furnish to the Superintendent the name and address of the person taking delivery, whether he is the original consignee or not.

Export Manifests.

The owner and master of every ship which leaves the Colony shall before the departure of the ship or within 48 hours thereafter furnish to the Superintendent an accurate and complete export manifest containing a statement of all articles exported by such ship with the following particulars of each article:—(a) Number and description of packages, (b) distinguishing marks or numbers, (c) description of goods, (d) consignor's name and address, (e) port of destination.

Before the owner or master of any ship issues a signed bill of lading for any article to any person, he shall ascertain the name and address of the exporting person or firm for the purpose of entering the same in the export manifest.

Exceptions.

Nothing in these regulations shall apply to the following:

Transit cargo and transshipment cargo.

Articles imported or exported by the Colonial Government or the Naval or Military Authorities or the Royal Air Force.

Ship's stores.

Personal baggage, within the limits of weight carried free under passage ticket and comprising only articles and goods for personal use or consumption.

Articles imported or exported by means of the Post Office.

Travellers' samples, if not for sale.

Articles imported from or exported to such particular place or places as shall be notified from time to time by the Superintendent.

Bulls and Innors

From the Office Butts.

A Put-Up Job.—Those Christmas decorations.

We don't blame a local magistrate for objecting to dynamite in Court. Naturally, he can do all the "blowing-up" necessary.

We understand that there has been a suggestion to make a "talkie" of the work in progress on the Hongkong Hotel site. It should certainly go with a "bang."

Judging by the pace of some of Hongkong's flappers, this should be called the restive season.

The week's bright thought:—Haggis might be stamped out in Scotland if somebody introduced the fashion to bury coins in it, a la Christmas pudding.

There was a young man named Scottie, From his cracker extracted a mottieu. He couldn't discern it, So started to burn it; For also, he was terribly blottieu!

"Mistletoe is out of fashion," thinks a writer: We think it ought he kept up.

It's a pity that Chewaday is the day before.

An Oh! man, reciting poetry to a woman, shot her in the leg accidentally. She ought to be grateful for the relief, anyway.

When buying the Turkey, get a weigh with it.

Early Songsters! The Christmas can't wait.

A resident who got nothing by the last mail bemoans the fact that the Home folk didn't do their Christmas shipping early.

The Week's Americanism for our Bright Young People:—"Cuddletie"—the young man whose car is always at the disposal of the ladies.

According to a critique in a contemporary, one of the players in "The Geisha" on Tuesday night had a conversation with a lady who happened at the time to be in Shanghai. We have since been informed that she used short wave for this purpose.

Now that Shanghai has decided to shut down the cabarets earlier in the morning, what about cutting a few yards off the longest bar in the world?

From a morning contemporary:—"Alcohol is Death: We Brave Death." The Foreign Legion has nothing on us.

A stray bat from the belfry:—"How does one get the bark off a ship's log?"

"Breathless dancing will be a feature of the Christmas parties," says a critic. Putting the pant into pantomime.

"What can one say to a gift of a cruet?" asks a writer. "The compliments of the season," of course.

Weather forecast:—Towards the latter part of the month cut-waves will appear, and the eyes of the nation will turn in the direction of Turkey.

Describing a recent shipwreck, a contemporary asks what could be more pitiful than a thirsty man with nothing to drink but the salt water. Well, what price a heavy smoker with nothing to smoke but gumsha Christmas cigars?

We are advised to "give lots of people will be suffering from telephons-angry."

Pearls come from the oyster, that's a well-known racing fact. Now and then the process is reversed when a girl receives some of the "Sport of Kings" and opens a cat's meat shop instead.



Looks as if Hongkong were all at sea in the interport rowing.

This is the season for fancy dress, but most of the young things don't fancy too much of it.

Things might be worse. Just fancy being a turkey these days!

"Hang the decorations," orders the wife, and the long-suffering boy says the same, but has to do it.

Lots of lads go to school nowadays to complete their parents' education.

We hear of a local bride-in-law who is thinking of wearing shinguards when he has his wife as a partner.

"Labour's Sticky Wicket," says a newspaper heading. Still, they're not yet stumped for ideas.

Mascots in the form of ear-phones are the latest fad. Ears luck!

The Wife's Dilemma:—What to buy for hubby this Christmas with his money.

Seasonable:—Sentiments and presentiments.

Laughter is one of the best appetizers, says a doctor. At Christmas gatherings in Aberdeen no jokes are retailed until after dinner.

The book with the most unhappy ending this month is the cheque book.

Nothing else so humanises a tulpan as the publication of his golf score.

Despite the settlement, fighting in Manchuria continues. Maybe they forgot to tell their armies about it.

The only parading to which Kowloon people do not appear to object is apparently that indulged in on the seats near the playground.

Detrimental arithmetic is what a man does when he totals up his Christmas bills.

In share-buying in Hongkong, too many people invest before they investigate.

At the Art Club exhibition, many of the pictures had sparkle. For that matter, so have some of the Christmas cards now coming to hand.

When we get the automatic cameras, lots of people will be suffering from telephons-angry.

There is no truth in the rumour that a well-known racing enthusiast has decided to give up varied when a girl receives some of the "Sport of Kings" and opens a cat's meat shop instead.



Before Making Your Decision DON'T FAIL TO VISIT SINCERE'S XMAS BAZAAR

Here you will certainly find the appropriate gifts for the young or old, for "him" or "her," in
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USEFUL THINGS.**
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LOCAL FLYING CLUB INAUGURATED.

GOVERNOR ON FUTURE OF AIR DEVELOPMENT.

OFFICERS APPOINTED.

Speaking at the inaugural meeting of the Hongkong Flying Club yesterday, His Excellency the Governor said the Government was determined to leave nothing undone to assist Hongkong in becoming one of the best air-ports in the Far East.

The meeting was held in the City Hall, His Excellency the Governor presiding. Others present were the Hon. Mr. W. T. Southorn, Commodore R. A. S. Hill, H. E. Major General J. W. Sandilands, the Hon. Mr. H. T. Creasy, the Hon. Sir Henry Pollock, the Hon. Mr. W. E. L. Shenton, the Hon. Sir Shou-son Chow, the Hon. Dr. R. H. Kotewall, the Hon. Dr. S. W. Tso, the Hon. Mr. J. P. Braga, the Hon. Commander G. F. Hole, Sir Robert Ho Tung, Colonel L. G. Bird, Professor Middleton Smith, Captain K. V. B. Benfield, Wing Commander A. H. S. Steele-Perkins, Mr. E. I. Wynne Jones, Mr. R. Vaughan-Powell, Lt. Commander W. B. Keith, Mr. A. W. Summers, and Mr. A. Ritchie. There were also about fifty prospective members of the Flying Club present, including two ladies.

His Excellency the Governor was accompanied by Captain F. G. Sillitoe, A. D. C. Addressing the meeting he said—

Gentlemen—We are met here this afternoon, in order to constitute a Flying Club in Hongkong. It is a great pleasure to me to preside over a meeting held for this purpose, and I am exceedingly glad that the Club is to be constituted before I leave Hongkong. The objects of the Club are as follows:—
(a) To provide flying instruction;
(b) To create air-mindedness in this Colony;
(c) To make better known in the Far East British flying machines and British methods of flying;
(d) To provide the necessary training for the nucleus of a Volunteer Air Squadron;
(e) To provide another opportunity for social intercourse between all communities in this Colony without distinction of race or class.

Government Determination.

Hongkong is already the greatest shipping-port in the Far East, and the Government and the people of this Colony are determined to leave nothing undone which may assist Hongkong to take its rightful place as one of the best, if not the very best, of the air-ports in the Far East. The Hongkong Government, with the full support and encouragement of His Majesty's Government, has now almost completed the construction of the Kai-tak aerodrome at the head of Kowloon bay. We are also about to erect, again with the assistance of His Majesty's Government, a suitable hangar in this aerodrome, capable of housing not only the flying machines of the Royal Air Force, but also those intended for commercial aviation and for the use of the Flying Club.

Moreover, the Hongkong Government attaches so much importance to the establishment of a Flying Club in the Colony that the Legislative Council has voted \$60,000 as an initial grant to the Club and has also undertaken to pay the Club an annual subsidy of \$30,000. These votes have received the approval of the Secretary of State for the Colonies, and we are met today to inaugurate the Club, so that it may be in a position to commence work early in next year.

Possibilities in Far East.

"The Great War, and still more the years subsequent to the Great War, have demonstrated the immense possibilities of aviation, both military and commercial. Hitherto the Far East has in this respect lagged behind; but the opportunities here are infinite, and I am confident that from small beginnings

Womanly Fascination

and personal attractiveness in man, depend in no small degree upon the condition of the skin and of the breath. One of the commonest causes of facial eruption and of blotched and yellow skin is constipation. It is likewise responsible for most ill-smelling breath.

To dispel constipation nothing better exists than Pinkettes, the dainty little laxative liver regulators. Sick headaches, bilious attacks, flatulence, foul breath, vertigo, pimply and sallow complexion, are quickly corrected by their use. Your chemist supplies Pinkettes at 60 cents the vial.



we shall lay the foundations of very important aerial developments.

We hope that in this matter we shall have the co-operation of China, who is our nearest neighbour, and not only of China, but of Japan, the Philippine Islands, Macao, Kwang-chowwan, French Indo-China and Siam.

I do not, of course, suggest that members of the Hongkong Flying Club will at the outset wing their way all over the countries I have named; but the remarkable achievements of airmen and airwomen in Europe suggest that in the near future flights from Hongkong may be made quite often along the whole west coast of the Pacific, and even further still.

The possibilities, for aviation in China appear to me to be limitless: for aviation has begun at a time when the Eighteen Provinces possess very few railways, in comparison with their size, some of them none at all—when scarcely any trunk roads suitable for motor traffic have been built, and when the lawlessness ashore and piracy at sea suggest that the air may be a safer medium of transport than land or water.

A Picture of Olden Days.

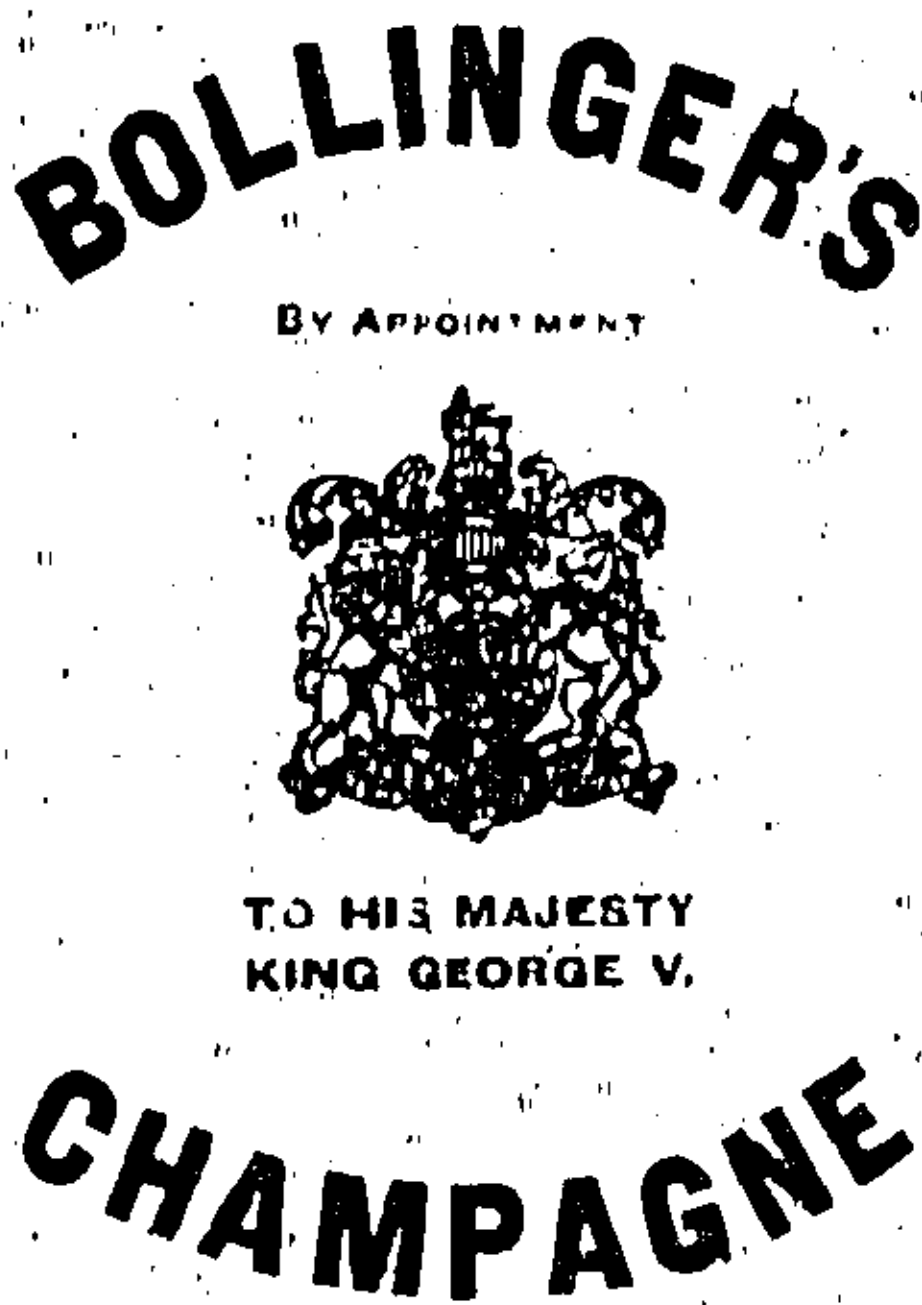
Moreover, the speed of aerial communication is astonishing. I can remember how toilfully, years ago, I made my way on foot and on horseback through most of the Eighteen Provinces of China. The various journeys occupied months—some of them almost a year. But now a flight from Hongkong to Peking should easily be made in two days. A flight to Cheng-tu in Szechuan, or Lanchow-fu in Kansu should take no longer; and a flight to Hankow or Yunnan-fu might be made in a day.

I have heard it said that the German Luftwaffe contemplates a flying service from Berlin to Peking in five days. If from Hongkong we can connect with such a service in two days, the journey to England would take little more than a week. Such developments will completely revolutionize life in the Far East and will bring the mother country much closer to Hongkong and, as I hope, thereby assist our people better to understand Hongkong and to give Hongkong a larger measure of their interest and support. The best way for us to assist in such developments is to create air-mindedness in this Colony, and the best way to create air-mindedness is to form a Flying Club.

Preparatory Work.

The preparatory work for the formation of a Hongkong Flying Club was largely done by Mr. (Continued on Page 17.)

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Stomach & Liver. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weakness, Rheumatism, Gout, Gravel, etc. Price in England, 6s. 6d. per box. Price in Hongkong, 10s. per box. See 77, Queen's Road, Hongkong, for full particulars.



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that you will be absolutely
correct both in style and
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SPECIAL. We have just received a large consignment of **KREMENTZ
STUD AND BUTTON SETS.** These we are offering at exceptionally
low prices. They make an excellent Gift.

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PEARLS

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CHATER ROAD

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ONE WEEK ONLY

The display of Pearls and Pearl Jewellery this year surpasses all former Exhibitions.
The prices, notwithstanding the present low exchange, remain the same as last year.
Gold, White Gold and Platinum are cheaper in Japan at present.

CALL EARLY AND AVOID DISAPPOINTMENT!!
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SCOTT'S Emulsion
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DAWN ASSHETON

England's world famed Operatic Coloratura Soprano

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Eminent Hungarian Violinist-Composer

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REPULSE BAY HOTEL

Saturday, December 21st.

HONGKONG HOTEL

Boxing Day, December 26th.

and

PENINSULA HOTEL

Friday, December 27th.

Tables for the above may now be reserved at any of our Hotels

THE HONGKONG & SHANGHAI HOTELS, LTD.

Certain relief for sufferers of
INDIGESTION
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3 Tablets of



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Relieves the distressing symptoms of nausea, heart-burn, flatulence, and all other stomach troubles. Your doctor recommends it. From all chemists and stores in powder and tablets.

PRIZE-GIVING AT PEAK SCHOOL.

CHILDREN WHO REQUIRE A FIRM HAND.

Last evening's presentation of prizes to children of the Peak School by Lady Clementi was one of the most delightful of local pre-Christmas functions, and was attended by a large number of parents and friends of scholars.

The presentation was held in the Peak Club, and prior to the presentation the guests were entertained by a series of delightful little charades.

The programme opened with the song, "The Frog and the Crow" by Class 9, and was followed by items in the following order—Pretty Stories and Funny Pictures, Kindergarten Class, aided by Class 5; Four Songs, Class 9; Scenes From Hiawatha, Hiawatha's Childhood, The Wooing of Minnehaha, The Wedding Feast, Classes 6, 7 and 8.

At the entrance to the Peak Club, little girls from the school, dressed in most attractive long white gowns and wearing little caps, met the guests as they arrived and handed them neatly-printed copies of the programme. Within the building the guests were welcomed by Miss M. W. Newsholme, the acting headmistress, whose good organising and consideration of details made for such a pleasant evening.

The Annual Report.

Miss Newsholme read the annual report, which stated that the school opened on January 7th with 69 pupils and closed on December 20th with 68. The average attendance is 57.14. Throughout the year the health of the children has on the whole been good.

Throughout the year the children have worked satisfactorily, evincing a keen interest in most subjects, and the examination papers have shown that good progress has been made. Thirteen children were entered for the Royal Drawing Society examination in June. Of these 4 obtained Honours and 6 passed. It is perhaps advisable to remind parents that the Peak School curriculum does not cover children beyond class 7, and children above the age of ten should be transferred to the Central British School where there is every provision for senior pupils. Older children, having outgrown the work and discipline of a junior school, are at a disadvantage both in their studies and in their general development.

(Continued on Page 15.)

The Christmas Store

Convenient to your home is our store where you can do your Christmas Shopping **QUICKLY and COMFORTABLY.**

Hundreds of Gift selections await you—useful, inexpensive—appropriate for every age.

RARE PERFUMES

Waft their sweetness at Christmas time. They are Gifts that bring happy remembrance of the giver long after the season is past. We have just received the latest creations from—**CARON—GUERLAIN—COTY**, etc., etc.

OUR NEW SELECTION OF THE MOST ATTRACTIVE OF

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PERFUME
LAMPS & SPRAYS
IN BEAUTIFUL COLOURS AND
DESIGNS THAT MAKES A
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OPEN TILL
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NO XMAS IS COMPLETE WITHOUT
CRACKERS
WITH THE LATEST
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These are but a few suggestions, a visit to our store will reveal many more beautiful and useful Gifts.

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For the Crowds.
Beat Them
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Great Sale Final.
No Exchanges.
No Refunds:

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GREAT BARGAINS

IN ALL DEPARTMENTS.

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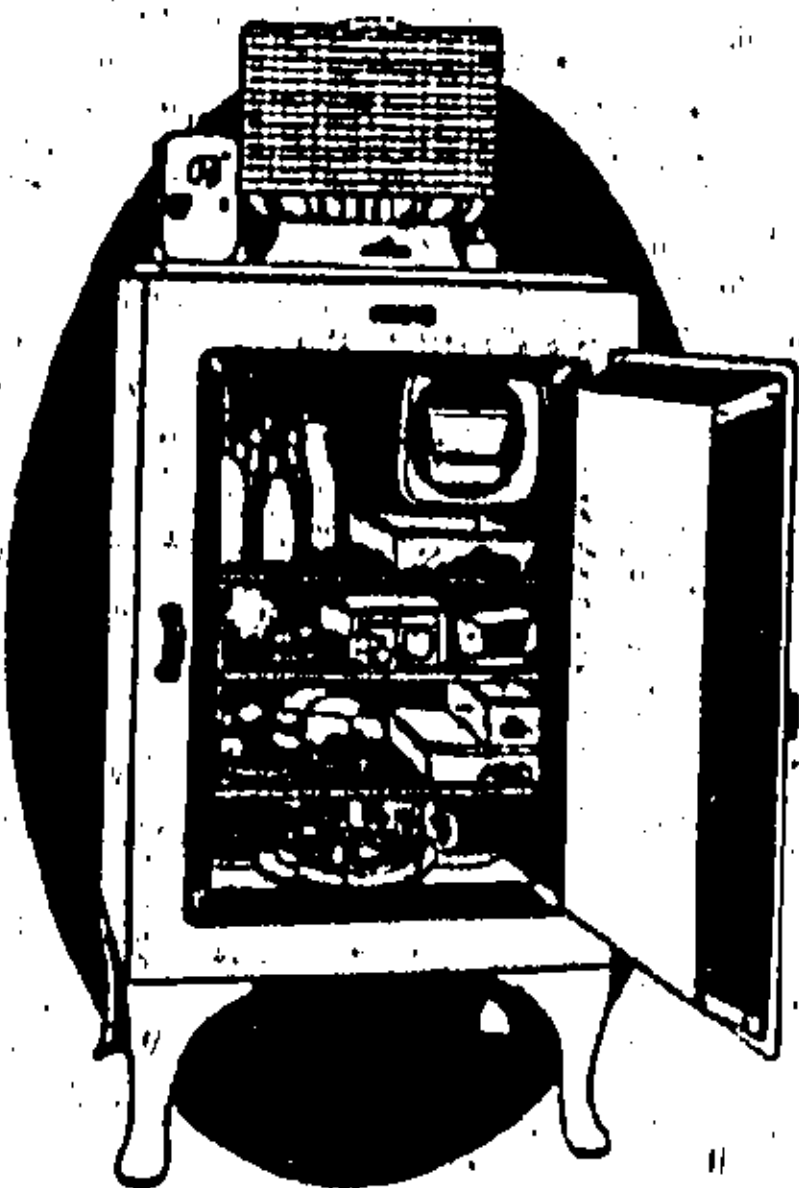
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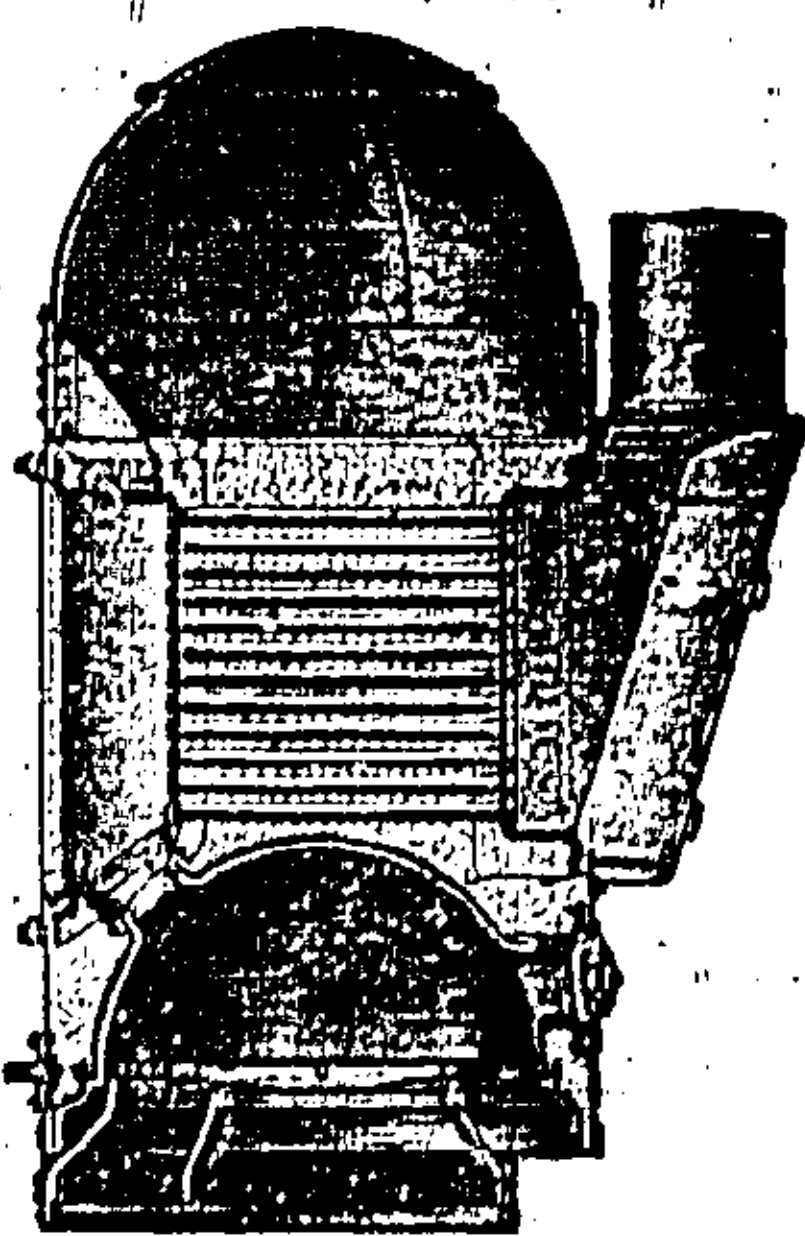
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Hongkong.

E. HING & CO.SHIPBUILDING MATERIALS, SHIP CHNDLERS
HARDWARE MERCHANTS.PHONE:—CENTRAL No. 1116. { Wing, Woo Street
Tel. Central 25.**THREE YEARS FOR
BLACKMAIL.****CAREER OF CONVICTED
DIRECTOR.**

Sentence of three years' penal servitude was passed at the Old Bailey on Alfred Thomas Blake, aged 30, of East Dulwich, S.E., for demanding £500 by menaces from a fellow director, whose name it was requested should not be published.

The prosecution stated that Blake threatened that if £500 were not paid to him, he would inform the company's customers that prosecutor had served seven years' imprisonment in Canada.

Blake stated that after discussing silver fox farming with the prosecutor they formed a company. He said that an endeavour was made to get him out of the company and that wages were due to him.

He denied that he had any intention to blackmail his colleague.

Replying to Mr. G. D. Roberts (for the prosecution), Blake said that he had been convicted twice and met prosecutor in prison.

He agreed that he was sentenced to ten years' penal servitude in Ireland during the rebellion for looting. The sentence was remitted and he had to serve only three months. In February, 1923 he was fined £10 at the Mansion House for obtaining five guineas by false pretences and at Winnipeg, in 1925 he was sentenced to two years' imprisonment for obtaining money by false pretences. He escaped from prison but was rearrested.

Looting in Ireland.

Detective-Sergeant Cain said that Blake was a second lieutenant in the R.A.F. till 1919, and subsequently joined the Royal Irish Constabulary. He was attached to the "Black-and-Tans" when he was court-martialled and sentenced to ten years' penal servitude for looting. He claimed that he had won the Distinguished Flying Cross, the Air Force Cross, the Military Medal, and the Belgian Croix de Guerre, and the Secretary for Ireland took this into consideration and caused him to be released after he had served a few months of his sentence.

He had practised as a doctor in Canada, and while there he said that an uncle, Colonel Arthur George Blake, had left him estates in Sussex and Scotland value £200,000.

Inquiries in England, said Sergeant Cain, failed to trace any such will or legacy. He was not entitled to any of the military decorations which he had claimed.

Sergeant Cain said that the prosecutor, since his conviction in Canada, had made a genuine endeavour to live down his past and to lead an honest life. He had been using his best endeavours to make fox-breeding in England a success. His company had been thoroughly investigated, and the affairs were in perfectly good order.

Blake made a long speech from the dock, in which he said that while he might have been guilty of legal blackmail he was not guilty of moral blackmail. He had really done what he considered the right thing, and a man in his position who was being squeezed out of the company might have said things which were wrongly taken up.

The Recorder, passing sentence, said that "blackmail was moral murder. Nothing was easier than to blackmail a man with a blemish on his past, and that was what Blake had done. The prosecutor was to be congratulated on his courage and public spirit.

"He might well have succumbed," he added, "and if he had once paid you £500, or pence, he would probably have been drained to the uttermost drop of his financial resources; because that is the method of the blackmailer."

He congratulated Detective-Sergeant Cain on his conduct of the case.

AN EAGLE IN KENT.**STRANGE VISITOR WORRIED
BY MAGPIES.**

Since the gale an eagle has been seen flying in the Isle of Sheppey. It was first noticed among some trees at Swanley Farm, Eastchurch, and later was seen at Warden being worried by a number of magpies.

Men working in the neighbourhood of Warden Bay saw it settle in a field. It had a wing span of about eight feet.

The Royal Zoological Society have asked that it shall not be shot or destroyed, as it appears to be a fine specimen.

**George Hossfield
the new
WORLD'S
CHAMPION**

Other Championships
at the 1929 International
Typewriting Contest
Won on the Underwood

The World's Amateur
Typewriting Championship
won by Chester Soucek (Pennsylvania)
at the rate of 118 words per minute.

The World's School Novice
Typewriting Championship
won by Florence Bell (Ontario, Canada)
at the rate of 91 words per minute.

The American School Novice
Typewriting Championship
won by Selva Kikler (Arizona)
at the rate of 88 words per minute.

A complete copy of the official records
will be sent upon request.

For the 24th consecutive time

**THE WORLD'S
TYPEWRITING CHAMPIONSHIP**

has been won on the

UNDERWOOD

**These are the fastest fingers in the world!**

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It is natural that the new champion's fingers—and the fingers of every other World's Typewriting Champion—have

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Year after year, in contest after contest, it has been put to the most grueling tests imaginable by the fastest typists known—and the Underwood has never failed them.

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HOUSEHOLD COAL

We have now made arrangements to deliver Household Coal on the following terms, and would emphasize that full weight at destination is guaranteed

Selected Grade Lump Coal.

Upper Levels \$21.00 per ton
Mid-Level \$20.00 "
Central District \$19.00 "

Best Household Nuts

(For Kitchen Use)

Upper Levels \$19.50 per ton
Mid-Level \$18.50 "
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Terms: Cash with order.

Minimum Quantity: One ton.

ARNHOLD & CO., LTD.French Bank Building,
Queen's Road, Central.**NEITHER THE MAN NOR THE BOY**

Can make as good use of your old
SUITS, FROCKS, SHOES, etc.,

as we can.

Send them to:

THE HONGKONG BENEVOLENT SOCIETY

(Established 1880.)

Any Monday or Thursday, at 10.30

Special Christmas Sale Now On!

We have just unpacked a very large assortment of—

HAND BAGS

MOST SUITABLE FOR CHRISTMAS GIFTS.



Exquisite Gold and Silver Evening Flowers
The Correct Wear for Current Fashion.

THEN WE HAVE MANY OTHER GIFT SUGGESTIONS SUCH AS—

HANDKERCHIEFS PERFUMES
FRENCH DOLLS MANICURE SETS
KID GLOVES EVENING WEAR BAGS
SILVER BRUSH and COMB SETS, Etc., Etc.

FOR GENTLEMEN.
NECKTIES HOSIERY HAIR BRUSHES
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COME AND MAKE YOUR CHOICE EARLY!

ELITE STYLES

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Before You Decide—See
THE NEW SILENT KELVINATOR

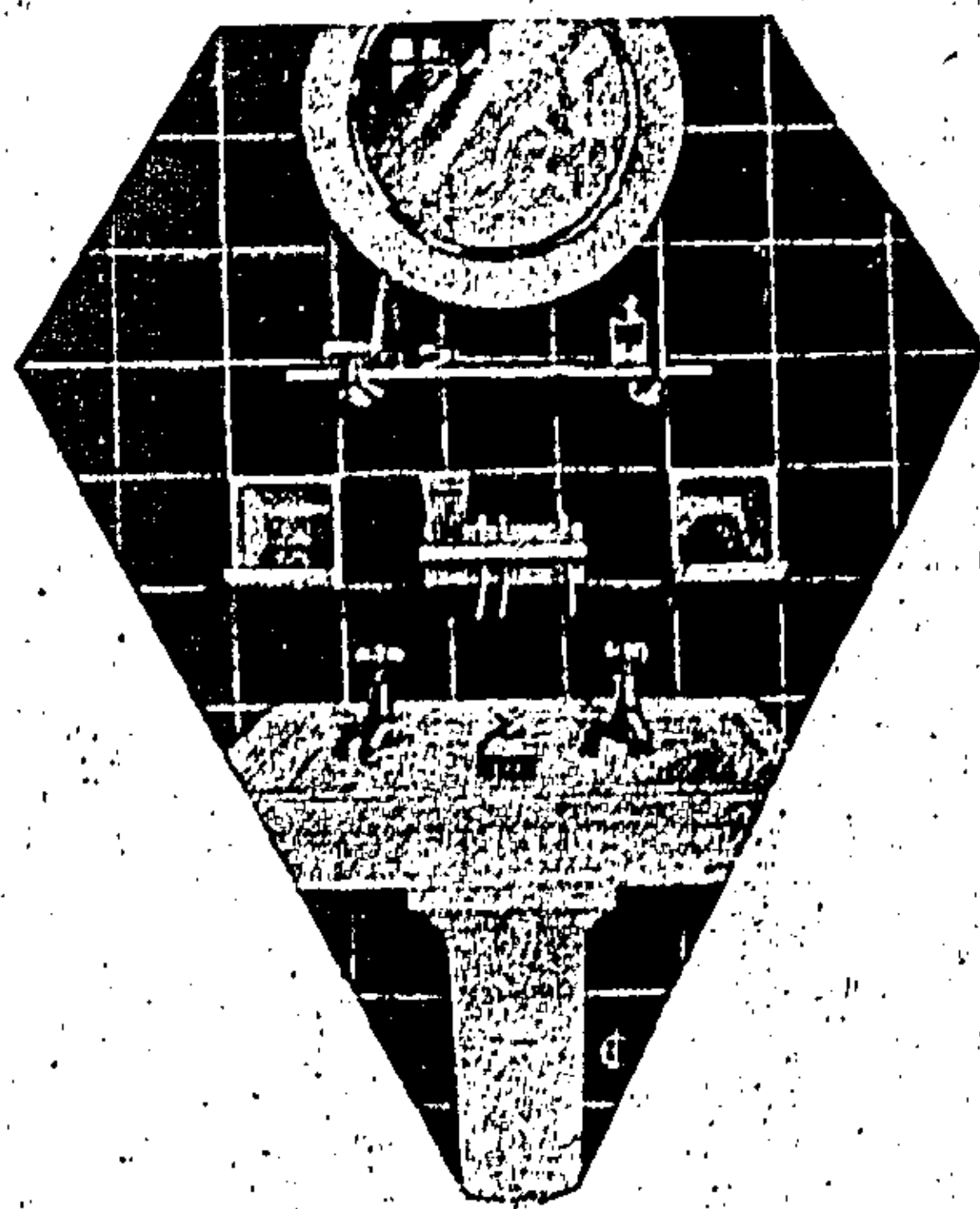
SO SILENT.....so startlingly quiet even in starting.....that you will watch this new Kelvinator and wonder whether it is running.

AND coupled to silence, a host of tested, proven features including the Cold Keeper for quick freezing of desserts, etc.

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LONDON SHOCKS THE SCOTTISH LASSIES.

DISGUSTED TO SEE WOMAN SMOKE IN HOTEL.

London shocked the 12 Scottish fisher girls who arrived to take part in the Lord Mayor's Show. They had breakfast at a London hotel in the morning, and saw a sight never seen in the little village of Newhaven, near Leith, where they live.

After breakfast a woman guest at the hotel took out a case, lit a cigarette, and began to smoke. Miss Sophia Wilson, the only unmarried woman in the party, described the incident with indignation to a Press representative who met the fisher girls at lunch.

"It was disgustin'," she exclaimed. "I wadna' hae thoct a wumman wud sae hae defied her moor."

This is Miss Wilson's first visit to London, but when she was asked what she thought of it, all she could say was that it was awfu' dirty, and wanted a good wash, and could not be compared to Edinburgh.

But her face lit up with pleasure when she spoke of the kindly welcome which Lady Waterlow, the new Lady Mayoress, herself an Edinburgh woman, had given them at the station.

Lady Waterlow told the fisher girls that as a fellow-country-woman she was proud of them, and that pleased them all.

Lovely Complexions.
All these fisher girls, young and old, have lovely complexions. They say hard work is responsible, and that paint and powder are no more known among the women of Newhaven than cigarettes and drink.

Mrs. King reminded a Press representative that years ago she came to London with a deputation to interview Mr. Lloyd George on the enfranchisement of women.

She was an ardent suffragette during the most exciting days of the votes for women struggles.

All the fisher girls were dressed in their best, and wherever they went on their tour of London they were admired, for they looked most picturesque in their striped petticoats, silk bodices, and beautiful Paisley shawls.

Grandmothers' Clothes.
"These are the clothes our grandmothers wore when they were at work," said Mrs. Milne.

"Sometimes they had on as many as half a dozen petticoats. We wear blue flannel dresses now when we are at work, but we've put on our best for London."

"Years ago, when Queen Victoria came to Newhaven, she said she was pleased with the welcome that she got, but she thought we might have put on our best dresses."

"Well, we have them on now, and we hope London will like them."

The fisher girls visited Billingsgate and afterwards went to the Tower of London, Westminster Abbey, the Cenotaph, where they laid a wreath of poppies, and then to the House of Commons, where they were entertained to tea by the member for Leith, Mr. Ernest Brown.

WITTY SPEECH BY MISS MEGAN.

MR. J. H. THOMAS LIKE A TORY MINISTER.

Miss Megan Lloyd George was the guest of the National Liberal Club at the fortnightly luncheon recently, and delighted a large company with a very bright and witty speech.

Lord Beauchamp, who was in the chair, said she almost startled them by the similarity of her oratory to that of Mr. Lloyd George.

"When my father is inclined to be depressed, and that is very rarely," said Miss Megan with a smile, "he takes down a little volume wherein you may find all the results of the last General Election. It is a very companionable little volume. There is comfort of soul to be found in it."

Increased Votes.

"If you turn up the constituencies where we fought in 1924 and again at the last election, you will find that there are 220 seats where the increase in the Liberal vote is greater than that of one or other of the other two parties. There are nearly 100 seats where the increase in the Liberal vote is greater than the increase of both the other parties."

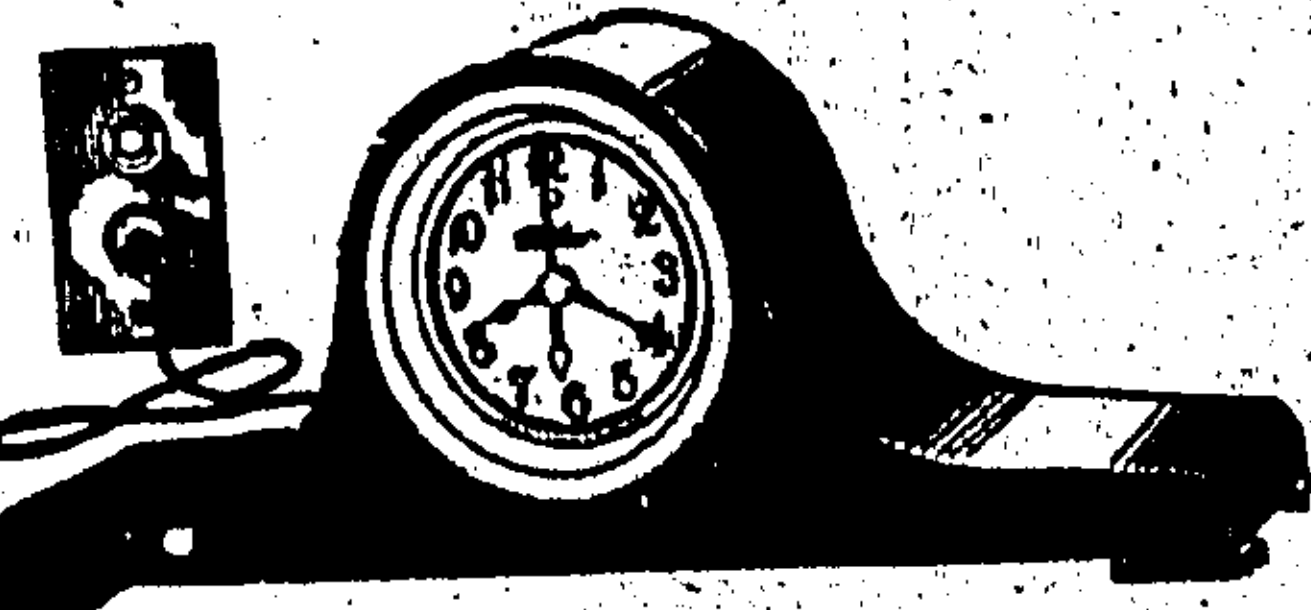
Interrupted by Sir John Simon, who sat next to her, Miss Lloyd George stretched out her hands and exclaimed in mock distress, "I don't like being cross-examined by Sir John."

"Mr. Thomas's scheme for relieving unemployment falls very far short of the Liberal unemployment policy," she remarked a little later. "He could have gone many leagues further without even catching up with the Liberal policy." In fact, we have left him so far behind that, looking back, we can hardly distinguish him from a Tory Minister.

Time Governs Your Day
Let it be accurate time

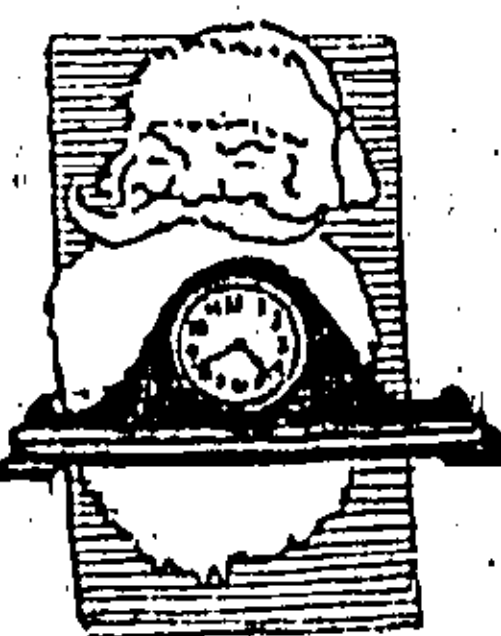
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THE ELECTRIC TIMEKEEPER GUARANTEES ACCURACY



Telechron eliminates all bother of winding, regulating, oiling or cleaning. Yet this remarkable modern time-keeper costs practically the same as the ordinary spring-wound clock. Can you afford to be without it in your up-to-date home?

EVERY OFFICE SHOULD HAVE THEM—AND will in the near future—BUT WHY WAIT? COMMENCE 1930 WITH A TELECHRON! NO KEY TO LOSE—NO OILING—NO WINDING. Correct time always for a few [cents] per month.



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CHRISTMAS or WEDDING GIFT

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Coates
ORIGINAL

PLYMOUTH GIN

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EVERYWHERE



A Popular X'MAS GIFT!

With the Utmost Confidence You may convey the Season's Greetings

WITH A GIFT OF **HOSIERY**

GORDON'S — The Footwear and Hosiery Specialists will remain open **Till 6 p.m.** on SATURDAY, Dec. 21st. and till 7 p.m. December 23rd. and 24th

GORDON'S
KAYAMALLY BUILDING
TEL. C. 4052.



She Would Like a Fur Coat!

WHY NOT BUY HER ONE FOR CHRISTMAS?

We guarantee our Coats to be of British Manufacture and reliably cured.

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ENTRANCE GORDON'S

Prices from -- \$250.00

OUR NEW STORE

Will Open on MONDAY, December 23rd.
AT 5, FLOWER STREET.
(Opposite "China Mail")

ALL NEW SILK GOODS.

FOR LADIES:

SHAWLS, KIMONOS, HOURS COATS, UNDIES, PYJAMAS, STOCKINGS, Etc.

FOR GENTLEMEN:

SILK, PYJAMAS, SHIRTS, NECKTIES, HANDKERCHIEFS, SOCKS, Etc.

MANY OTHER NOVELTIES.

PRICES ABSOLUTELY THE LOWEST!

Tajmahal Silk Store

5, FLOWER STREET.

LOCAL RADIO.

TO-DAY'S AND SUNDAY'S PROGRAMME.

The principal feature of the week-end wireless programmes to be broadcast by ZBW is that on Sunday morning the service will be relayed from St. Joseph's Roman Catholic Church, Garden Road. The sermon will be preached by the Rev. Father P. Joy, S.J.

Saturday's programme will be mainly dance music, and on Sunday evening a selection of gramophone records will be broadcast. The programme are as follows:

Saturday, 21st December.
Broadcast by ZBW, simultaneously on the wavelengths of 355 metres and 49 metres.

7.45 p.m. Weather report.
9.00 p.m. "In a Chinese Temple Garden."

"In a Persian Market."
International Concert Orchestra.

Dance music.

9.30 p.m. "Mississippi Suite (A Tone Journey), Parts 1 and 2," Paul Whiteman and His Concert Orchestra.

Dance music.

10.00 p.m. News bulletin.

Dance music.

10.30 p.m. Close down.

Sunday, 22nd December.
Broadcast by ZBW, on 355 and 49 metres.

9.55 a.m. Morning Service relayed from St. Joseph's R. C. Church, Garden Road.

1. Holy Mass.

(a) Kyrie (L. Perosi).

(b) Sermon: "Restoring the Balance" by Rev. Father P. Joy, S.J.

(c) Offertory: Alma Redemptoris Mater.

(d) Sanctus, Benedictus and Agnus Dei (L. Perosi).

2. Benediction of the Blessed Sacrament.

11.00 a.m. (Approx.)—1.00 p.m. Chinese programme.

1.45 p.m. Weather report.

7.45 p.m. Evening programme of Columbia records supplied by courtesy of Messrs. Anderson.

"Post and Pansant—Overture, Parts 1 and 2," (Von Suppe), The Regimental Band of H. M. Grenadier Guards.

"Wagneria (Airs from Wagner)," (Ducet).

"Chopiniana (Airs from Chopin)," Piano Solo by Clement Ducet.

"Classical—Selection, Parts 1 and 2," (Arr. Ewing).

J. H. Squire Celeste Octet.

"The Wedding of the Painted Doll," (Frederic Brown).

"The New Moon—Lover, come back to me," (Hummerstein and Romberg).

Layton and Johnstone.

"La Serenata (Angel's Serenade)," (Braga).

"Serenade," (Titi).

J. H. Squire Celeste Octet.

"Lullaby," (H. E. Wright and J. C. Sterndale-Bennett).

"Hohe!" (Lockton and Richards).

Harold Williams with Orchestra.

"Il Ballo," (Arditi).

"Softly awakes my heart, from 'Samson and Delilah,'" (Saint-Saens).

The Regimental Band of H. M. Grenadier Guards.

"La Campanella Parts 1 and 2," (Liszt).

Micha. Levitzki.

"Mignon—Selection, Parts 1 and 2," (Thomas).

New Queen's Hall Light Orchestra.

"Ships that pass in the night," (Longfellow and Stephenson).

"Vale," (d'Arcy and Russell).

Madame Clara Serena with Piano.

"The Student Prince—Vocal Gems," Parts 1 and 2.

(Donnelly and Romberg).

The Student Prince Company.

"Broadway Melody," (Brown and Freed).

"You were meant for me," Layton and Johnstone with Piano.

"Love's Old Sweet Song," (J. L. Mulvey).

"Poem," (Pihich).

The J. H. Squire Celeste Octet.

10.30 p.m. Close down.

"PLUM AND APPLE" BANQUET.

420 EX-SERVICE MEN AS GUESTS OF EMPLOYERS.

Tins of "plum and apple," Army biscuits, and Woodbines were served at a dinner at a restaurant in Coventry-street, W., when 420 ex-service men employed by Messrs. Thomas Cook and Son revived old memories. The menu also included "spuds," "duff," "rice and pozzey," and "H.E.—porky touch."

MAC'S CAFETERIA

(Hongkong Hotel)

and

PENINSULA HOTEL CAFETERIA

are now showing a Choice selection of Festive Season Specialities.

Beautifully decorated Christmas and New Year Cakes.

Plum Puddings, Mince Pies, Madeira, Stollen, Cherry, Ginger, Iced, Dundee and Shortbread Cakes.

Fancy Chocolate Christmas Tree Decorations:—

Victrolas, Guitars, Chickens, Elephants, Snowmen, Pigs, Monkeys, Moon Faces.

Maizipan Novelties:—

Pigs, Apples, Pears, Plums, Strawberries, Apricots

and a new selection of Imported Chocolates in Fancy Boxes and Caskets including Fry's, Cadbury's, Rowntree's, Nestle's, Mackintosh's, Neilson's of Toronto and Foster and Grear of San Francisco, White House Candy Co., San Francisco.

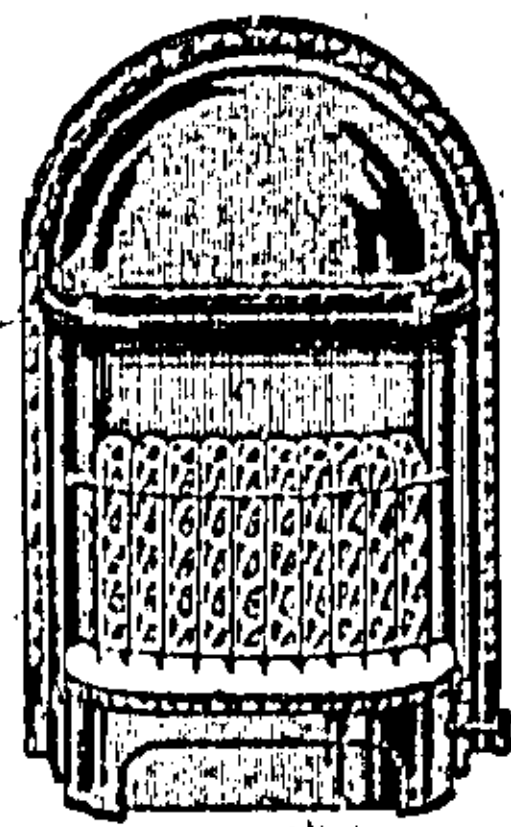
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Just in time for Christmas!

We are now fixing Gas Fires at a new low Schedule rate of \$5.00 only.

(in houses already connected to our mains)
Hire terms—\$5.00 per annum.
(also on sale, cash or instalments)



Send your order to-day.

Use This Space.

(cut out and hand in or post to any of our addresses)

Please Fix a Gas Fire on above Terms

(Fixing charge \$5.00—Hire \$5.00 per annum)

Name

Address

THE HONGKONG & CHINA GAS CO., LTD.

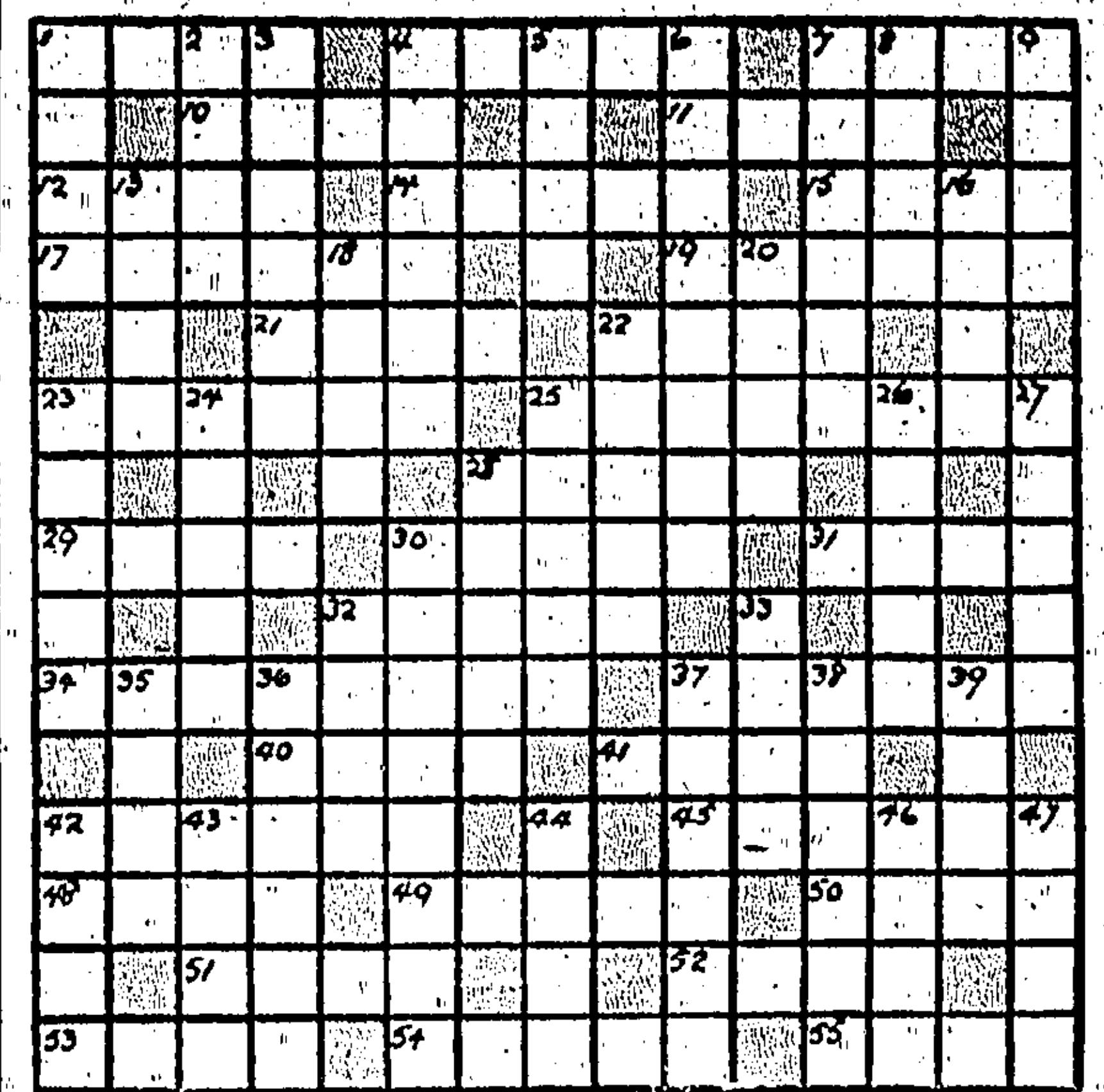
West Point, Hong Kong & Jordan Road, Kowloon.

Central Showroom—Ice House Street.

Telephone Central 47.

A loyal message was sent to the King, and his Majesty replied, sincerely thanking the men. Everything was carried out according to "operation orders," the beginning of the meal being heralded by "Stand to" and "Attention" at the call of the bugle. A fatigue party acted as "moppers-up" at the end of the dinner. The men afterwards enjoyed a programme of Army songs. The chairman was Major C. W. D'A

OUR NEW BRITISH CROSSWORDS.



Across.

- 1 Puzzle.
- 4 Sweet fluid.
- 7 One's individual person.
- 10 Dexteros.
- 11 Afresh.
- 12 Portrait.
- 14 Lodge.
- 15 Hide.
- 17 Courteous.
- 19 Entry.
- 22 Sloping bank.
- 23 Measures of length.
- 25 Contrite.
- 28 Pertaining to the nose.
- 29 Conical lump of sugar.
- 30 Warble.
- 31 Towering flight.
- 32 Celestial body.
- 34 Meddled.
- 37 Journals.
- 40 Poems.
- 41 Successor.
- 42 House for dogs.
- 45 Boiled slowly.
- 48 Dry.
- 49 Decree.
- 50 Diminish.
- 51 Assess.
- 52 Legal claim.
- 53 Always.
- 54 Make clear.
- 55 Heed.

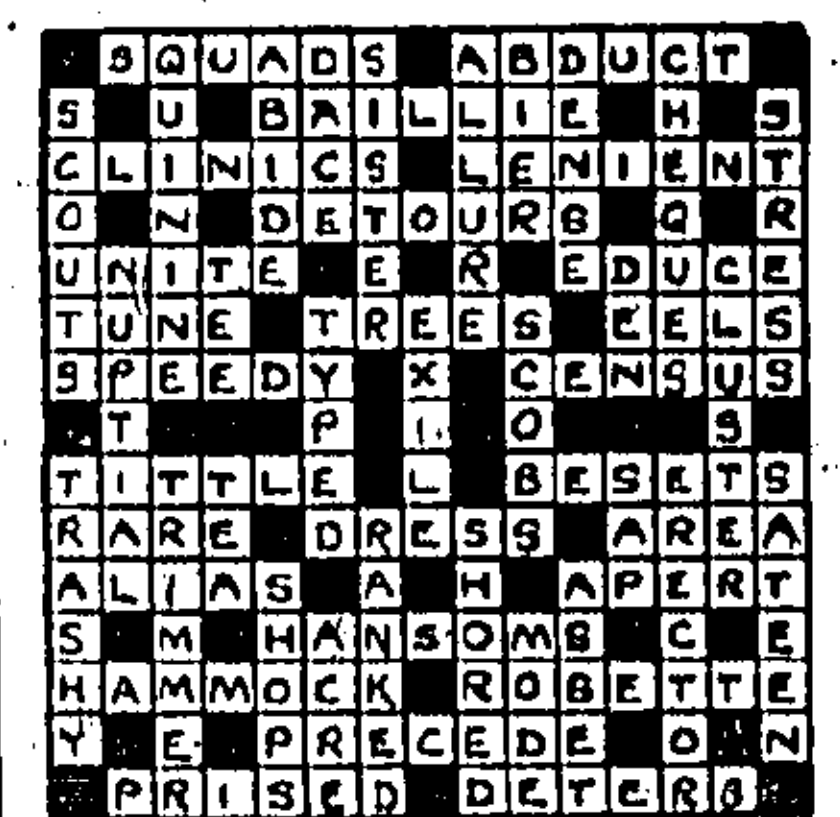
Down.

- 1 Jibe.
- 2 Image.
- 3 Culminating point.
- 4 Scatter.
- 5 Crowlike bird.
- 6 Fatherly.
- 7 Musical composition for seven.
- 8 Large jug.

Down.

- 9 Disting.
- 13 Piece of money.
- 16 Scanty.
- 18 Extremities of the foot.
- 20 Stud.
- 22 Stupefy.
- 23 Small island.
- 24 Abyss.
- 25 Trimmed by shaving.
- 26 Summon forth.
- 27 Oil of turpentine.
- 28 Nominate.
- 30 Weak.
- 32 Yield.
- 33 Walk.
- 35 Assert.
- 36 Think deeply.
- 37 Instrument for pounding.
- 38 Present.
- 39 Regretted.
- 42 Nine-pin.
- 43 Precise.
- 44 Prison.
- 46 Diminish.
- 47 Writing table.

Yesterday's Solution.



So soothing and grateful to the tenderest skin

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Sole Distributors
HONG KONG & CHINA

The Hongkong Telegraph.

SATURDAY DEC. 21, 1929.

THE COAL MINE PROBLEM.

By the narrow margin of eight votes, the Government has managed to secure assent to the second reading of its Coal Mines Bill. An analysis of the vote shows that if all the Liberals actually in the House on Thursday night had united against the measure, the Government would have been defeated by one vote. Actually, five abstained from voting whilst two supported the Government. The battle, of course, is not yet completely won, for the Bill has to pass through the Committee Stage, and the Liberals have reserved to themselves freedom to deal with its "vicious provisions" when the measure is dealt with clause by clause. However, inasmuch as the Premier has declared that the Bill is pre-eminently one for Committee discussion, and negotiations are being resumed between the Government and the various interests and parties with a view to an exhaustive examination of its provisions, it may reasonably be expected that the enactment will be eventually passed into law, even if some of its more controversial aspects are modified.

When we come to analyse the Bill, we cannot see much justification for the severe strictures passed on the measure by Mr. Lloyd George. Indeed, seeing that he approved of the proposed reduction of hours and the establishment of a National Wages Board, we are somewhat surprised that the bulk of his Party joined the Conservatives in opposing the whole measure, especially since the latter Party is known to object to both the provisions mentioned. Seemingly, the Liberal leader represents the rights conferred to proprietary interests by the scheme which seeks to regulate the production, supply and sale of coal. He made much of the fact that the Bill, when it becomes law, will increase the price of coal, but we cannot see how the industry can be made to pay or the miners be adequately remunerated without an advance in the price of the commodity. Even the reduction of working hours, of which Mr. Lloyd George approves, must add to the cost of production. We have it on the word of the Prime Minister that coal has been sold at levels which do not permit of the decent organisation of the

industry, or of the payment of decent wages to the miners. Another criticism uttered by Mr. Lloyd George was that there should be some scheme of grouping of the mines, but here, again, the Government were able to show that power is given in the Bill for the appointment of Commissioners to draw up amalgamation schemes. In fact, the more the measure is studied, the plainer does it become that the Government has made a serious attempt to deal with the whole problem in all its aspects, complex and difficult as it is. So far as the owners are concerned, they have very little right to complain, since they have offered no assistance to the Government in its efforts to work out plans acceptable to all interests.

Cheap coal is admittedly desirable, always provided that the price is such as to be economically reasonable. But the tragedy of the industry is that in the cut-throat competition at home not only the owners but the miners as well have had to suffer. Obviously if the industry is to be kept alive, it must be put on a paying basis, and it seems inevitable that prices must rise. The Baldwin Government in no sense solved the problem by increasing the workers' hours; in fact, it only aggravated the situation by that act. No one who knows the conditions under which these men work in the bowels of the earth will assert that seven and a half hours is too short a working day. By restoring the hours to that limit, the Government has done much to avert a real crisis in the mines. And that is by no means the least important of the results that will accrue from the measure which it has brought forward.

Government Rent Policy.

The Government's clear refusal to interfere in any way between landlord and tenant in the matter of rent will be accorded the warm endorsement of the vast majority of thinking people. The decision, in fact, conforms entirely with expectations, even those of the questioner, Sir Henry Pollock, whose fourth alternative was obviously designed to remove the possible implication that the hon. member's question was submitted for some purpose other than that of obtaining a statement of the Government's policy. Certainly, we are confident Sir Henry had no intention of associating himself actively with that section of the public which has been agitating for rent restriction legislation, a Fair Rents Board, or variation of the legal requirements of a notice to quit. The Government propose to leave the rent problem, if such exists, to the action of economic laws and to the terms of the contract, entered into between the parties to a tenancy, emphasising the firmness of their attitude by the brevity of answers. As a matter of fact, those who have complained of high rents have failed to make out a case, despite the voluminous propaganda of the past few weeks. There is evidence, perhaps, of the existence of so-called rapacious landlords in certain districts, but isolated cases do not prove a rule, and there is reason to believe that the general tendency of rents is down instead of up. In certain business districts, we are told, the tendency is in the other direction, but we imagine an investigation would reveal that higher rents are the result, inevitably, of the law of supply and demand. If business men will crowd into one quarter, the landlord naturally takes advantage of the situation. He would be regarded as a fool if he did not. When would-be tenants begin to outbid one another, he cannot help himself. That seems to be the position. Lately, with business depression affecting all and sundry, the "highest bidders" have begun to feel the pinch, and have looked round for the cause and a solution of their difficulties. At first, the fault rested with the high premium on the dollar note, and the matter was satisfactorily (?) adjusted. Now, apparently, the trouble is found to be centred in heavy overhead charges. It would of course be absurd to argue that a reduction would not help matters; it would, but neither a Fair Rents Board nor any other kind of Government intervention in the rent question would assist in improving the Colony's trade, in removing the stagnation which is the root cause of the complaint

DAY BY DAY.

A WOMAN WOULD SOONER BE WEARIED WITH A MAN'S VIEWS THAN BORED BY HIS LACK OF IDEAS.
—E. F. Parr.

The name of Mr. L. E. C. David has been added to the list of authorised architects.

His Excellency the Governor has appointed Mr. T. S. Whyte-Smith to act as Police Magistrate, Kowloon.

Tenders are being invited for the construction of a reinforced concrete ferry pier near Wilmer Street.

His Excellency the Governor has appointed Mr. W. Schofield to be an Assistant Superintendent of Imports and Exports.

It is notified that the name of the New Territories Building & Agricultural Development Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Dr. D. K. Kumaramany Pillai to be a member of the Midwives Board, vice Dr. R. E. Tottenham, resigned.

The King's exequatur empowering Mr. John Theophilus Bagram to act as Honorary Consul-General for Siam at Hongkong, has received His Majesty's signature.

It is officially announced that H. M. S. Vindictive will leave England about the end of February, with relief crews for the Yangtze gunboats, the Tamar, Peterfield and Iroquois.

Residents will be interested to hear that the Clover Flower Shop is now able to offer special home-made marmalade, whilst turnips grown in an English garden, without manure, may be ordered as per sample to be seen in the shop.

The following boys, students at the High School of Charleston, South Carolina, U.S.A. wish to correspond with students in China:—St. Julien Melchers, 59, Chapel St. Charleston; Barney Limehouse, 236, Metting St. Charleston.

The names of Mr. Donald Black, Member of the Society of Accountants (Edinburgh), and Mr. Ernest Albert Henry Udy, Member of the Federal Institute of Accountants (Melbourne), have been added to the list of authorised auditors.

The licence fees, in respect of motor buses, are to be revised from January 1st. Buses not exceeding 40 cwt., unladen, will pay \$120 per annum, whilst buses above that weight will pay \$240. In addition, there will be a further \$10 in respect of each seat for passengers.

The following tenders have been accepted by the Government:—Mr. Wong Yung-yau, \$455 for the purchase of condemned stores (old cables) lying at Taitoo Dockyard, and Messrs. L. Charles & Co., for the purchase of pine trees, brushwood and prunings from trees during the year 1930.

The following new regulation has been made under the Ferries Ordinance:—"19A. No person shall use or attempt to use for the purpose of travelling on any ferry vessel any season ticket not originally issued to him or not intended, according to its terms of issue, to be available for his use for such purpose."

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Christmas Vacation, except on public and general holidays, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon. The Christmas Vacation begins on the 24th day of December, 1929, and ends on the 1st day of January, 1930, (both days inclusive).

Nine petticoats on one small girl is the record by Vilma Banky in the opening sequences of "This Is Heaven", her newest starring picture for Samuel Goldwyn, which comes to the Queen's Theatre on Wednesday. In this picture, Miss Banky plays the role of a Hungarian immigrant girl seeking her fortune in the United States, and wearing her native peasant costume when she first arrives in New York.

After spending 20 years as a laundryman at Medicine Hat, Alberta, Canada, Ma Goon-yin, alias Ma Chan, alias Ma (or Mah) Tai, died, when returning to China on October 4, this year, on board the s.s. Empress of Asia. He left estate in Hongkong worth \$4,400, in respect of which letters of administration have been granted to the widow, Ma Yan-shi, temporarily living at No. 38, Bonham Strand East. The only other survivor is a son, Ma Kwok-hong, aged 24. Deceased was a native of Ku Hong village, Toi Shan District, Kwangtung, and left for Canada in 1909.

DIPLOMATS & JOURN LISTS.

Behind-the-Curtain Scenes.

It was Geneva which started it, but the game soon spread to other European capitals. There are scores of more or less ingenious definitions of the different nationalities. I remember a few of them. Thus:

One Swiss—a pastry shop.
Two Swiss—an inn.
Three Swiss—a grand hotel.

Of the English it was remarked:

One Englishman—a sportsman.
Two Englishmen—a club.
Three Englishmen—a gr at empire.

It was before the days of Philip Snowden; otherwise the Scots would not be described as follows:

One Scotsman—a savings bank.
Two Scotsmen—a game of golf.
Three Scotsmen—the British Government.

Of the composite republic of Czechoslovakia, which nevertheless has grown, by excellent political direction, homogeneous, it was facetiously alleged:

One Czech—a Moravian.
Two Czechs—a Slovak and a Magyar.
Three Czechs—a Ruthenian, a Pole, and an Austrian.

The Russians were, perhaps, treated a little unkindly.

One Russia—a genius.
Two Russians—a soviet.
Three Russians—anarchy.

Since Geneva is unusually animated and serious during the League Assemblies, it doubtless seems to be duller by contrast in the intervals of the League Assemblies. This kind of amusement is then permissible. Another recreation that might be recommended is the counting of the number of times the peak of Mont Blanc has fallen off. But perhaps that is beyond computation. Certainly I have read many messages announcing the sudden disappearance of the famous summit. Nearly always the occasion is seized to explain that Mont Blanc is in France and not in Switzerland.

Sometimes even conferences at Geneva or elsewhere, become dull and it is considered necessary to work up dramatic interest in the proceedings. That dramatic interest is often overdone. Once there was an especially dull disarmament conference, but it was represented as desperately bitter. At last a correspondent received from his editor a telegram couched in these terms: "Remember, you are reporting a peace conference, not a war."

On the whole, newspaper men have a proper sense of their responsibility, and it is relatively rare that accounts of international affairs are seriously inaccurate. But while open diplomacy may generally work out well, it is to be doubted whether it is always advisable to thrash out questions in public. Joseph Barthélemy, a distinguished law professor, recently wrote:

"Diplomatic conferences are principally characterized by the fact that they are not attended by diplomats. Or, if there are diplomats, they are in the category of persons who are not photographed—attaches, secretaries, experts. Yet it used to be convenient for the governments to have at their disposition diplomats who tested the ground and who were disavowed if they made a false move."

The inconvenience of ministers meeting in public is that anything they say is definitive. Certainly a good deal of spadework should be performed as quietly as possible. It may be injudicious for statesmen to live in the international limelight. But if there are spectacular meetings of ministers, and the press of the world is invited to watch their movements, the ministers have no right to complain that the reporters do not invariably demonstrate their efficiency. It discloses the initial mistake in seeking publicity for proceedings that would have been better conducted in private.

In certain smaller countries of eastern Europe the press would do well to reorganize itself. There are correspondents who have to eke out a living on "space" rates. If their paragraphs are accepted, they receive a fee. If they are thrown into the wastepaper basket then the correspondent goes unrewarded. Thus, there is encouraged a tendency to exaggerate. Still, most of the news which comes from these sources is innocuous enough. Its defect is that it does not interpret the

life of the nations; it is altogether trivial.

Nevertheless I prefer harmless nonsense to the exalted ideas of their own importance that journalists who move in diplomatic circles sometimes develop. There was one of them whom I never met without having to listen to his account of his latest successful attempt to save Europe. Conferences were on the point of breaking up, but he invariably rushed to the hotel of the most obstinate statesman, dragged him from his bed, and while he shivered in his nightshirt, persuaded him that there was a way out. Then he dashed off to the opposing statesman, who was clad in pyjamas, and recounted his conversation. The next morning night-shirt statesman and pyjamas statesman met each other cordially, and all was well.

Variations on this theme are common. Happily, most journalists laugh at themselves when they realize that they are unduly boastful. There is a good story told by one of my friends whom I will designate as G., about himself and two other friends whom I will designate as F. and D. Now G. was on good terms with Venizelos. D. had been well acquainted with the Russian statesman, Witte. F. was accustomed to send private correspondence to President Wilson.

G., calling on D., found him still in bed. The morning newspapers lay unfolded on the bed, and G. began to read them aloud to D.

When he came to the Russian news, the revolution was in progress. D. sprang up in bed and exclaimed: "There! That is exactly what I warned Witte would happen. Had my advice been taken

G., chuckling over D's vanity, took leave of him. In the street he met F., who was also paying a visit to D. "Have you seen the morning paper?" cried F. excitedly. "Wilson has issued a manifesto which is word for word as I suggested it to him."

G. went on his way in high -lee. On the Boulevard he joined his wife, and laughed uproariously with her over the pretensions of his colleagues.

They sat on a café terrace. The newsboys were crying the afternoon papers. G. bought one. "Good gracious!" he shouted, "look at this! Venizelos has at last followed my counsel."

"And you wanted me to share your merriment about D. and F.," said his wife reproachfully.

It was one of this trio who, attending with me a dinner given by the Ambassador, Myron T. Herrick, was called upon to make a speech. In the course of his remarks, seeking an editorial effect, he asked rhetorically: "And what did Lind-

(Continued on Page 10.)

WHO WAS.... ST. PATRICK?

In Christian art, St. Patrick is usually represented in the act of banishing serpents, and holding a shamrock leaf in his hand. The explanation of this is probably that, by his preaching of the Gospel he put an end to the serpent worship which was widespread in Ireland before his time. The shamrock is the symbol which he used to explain the meaning of the Blessed Trinity, the Three in One, to his simple countrymen.

Although his life is so closely associated with Ireland, St. Patrick was not Irish by birth. He was the son of a Roman official at Dumbarton, in Scotland. In boyhood he was taken captive by hostile Picts and sold as a slave to an Irish lord. He grew up speaking the Irish language, but disliking the Irish people, and at the age of twenty two he escaped, and fled to France, where he studied for the church and was ordained a priest.

Feeling a call to convert the pagan Irish he returned to the green isle of his unhappy youth and began his mission. His fervour and enthusiasm were successful in converting, first Ulster, and then the rest of Ireland. Many churches and abbeys, and the cathedral of Armagh, were built during his lifetime.

St. Patrick never married in his quest of souls to save. His travels took him over not only Ireland, but also, Brittany, Cornwall and Wales. When he died in 493, at the age of a hundred and twenty, his bones were laid to rest in the same grave with St. Brigit and St. Columba.

MOTORING SUPPLEMENT

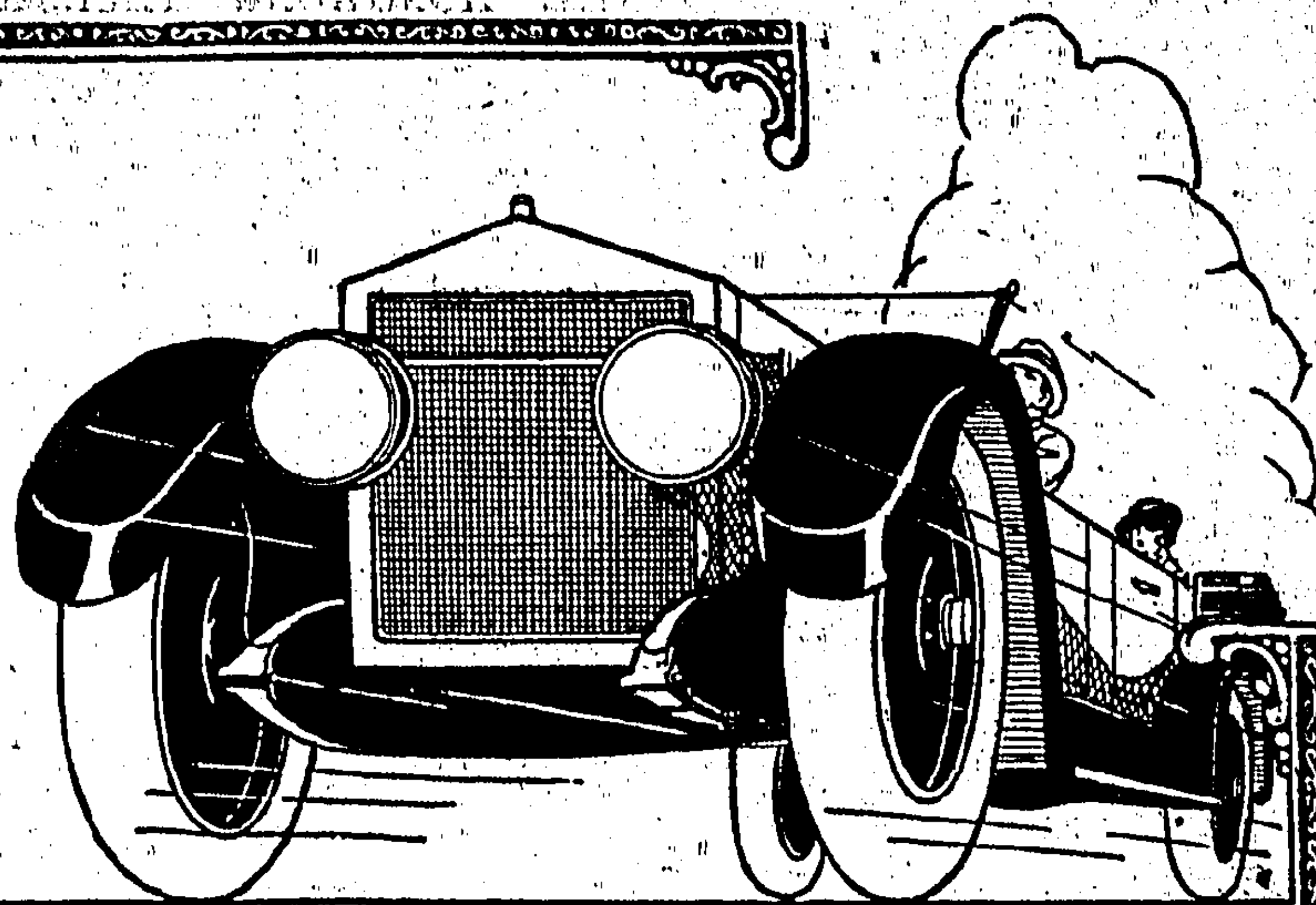
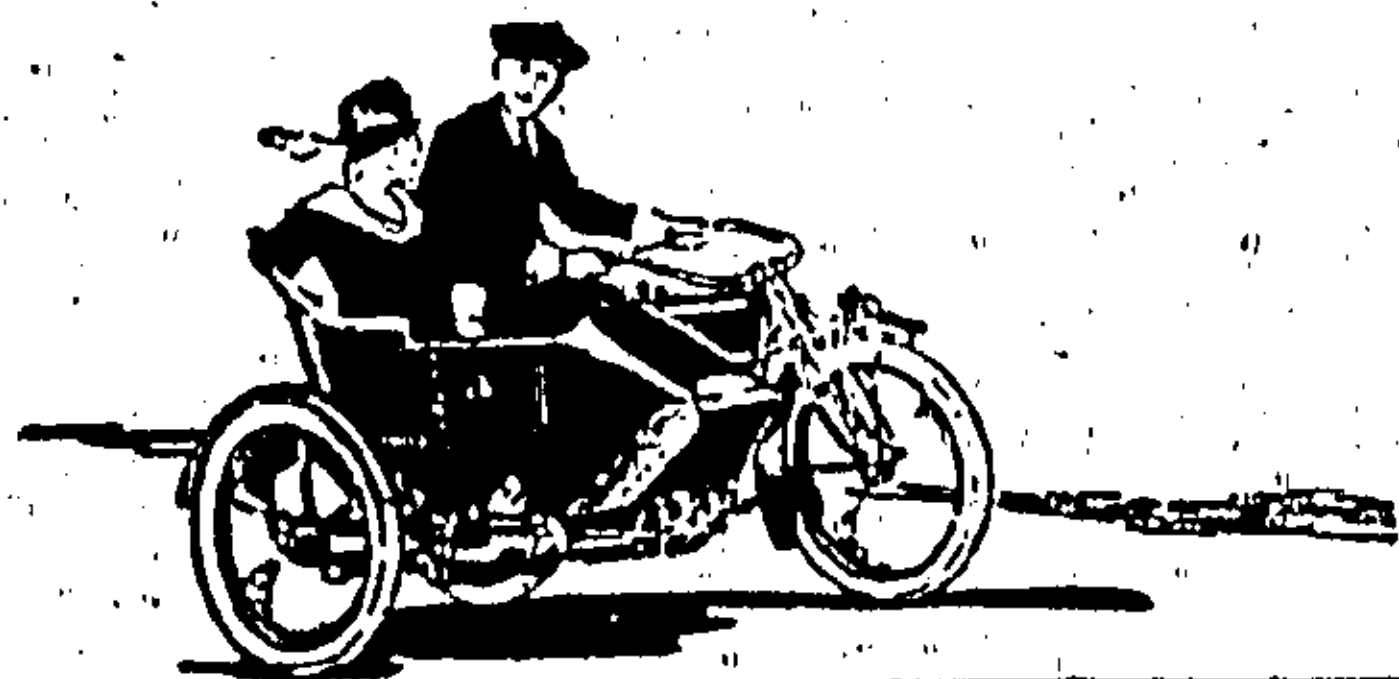
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THE HONGKONG TELEGRAPH

SATURDAY, 21st DECEMBER, 1929.

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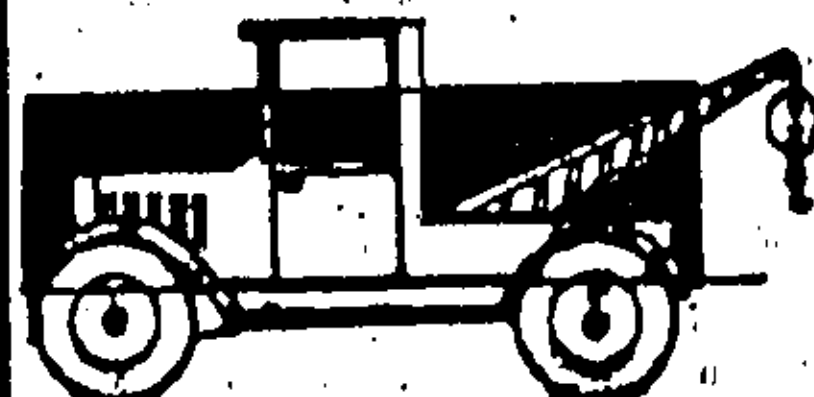
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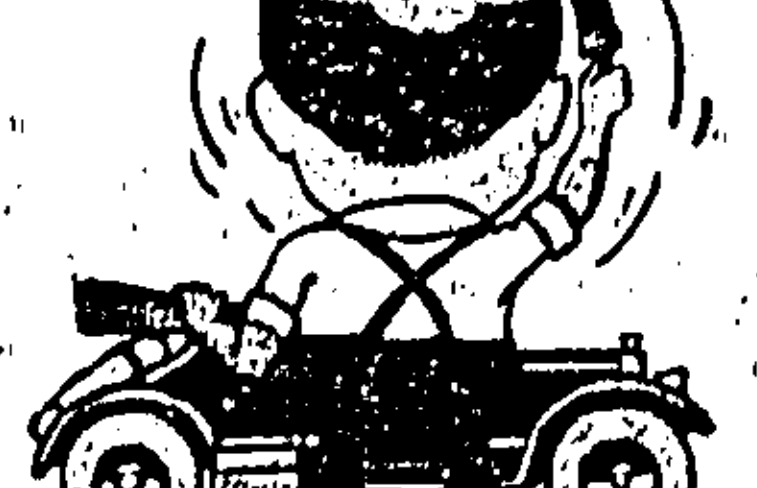


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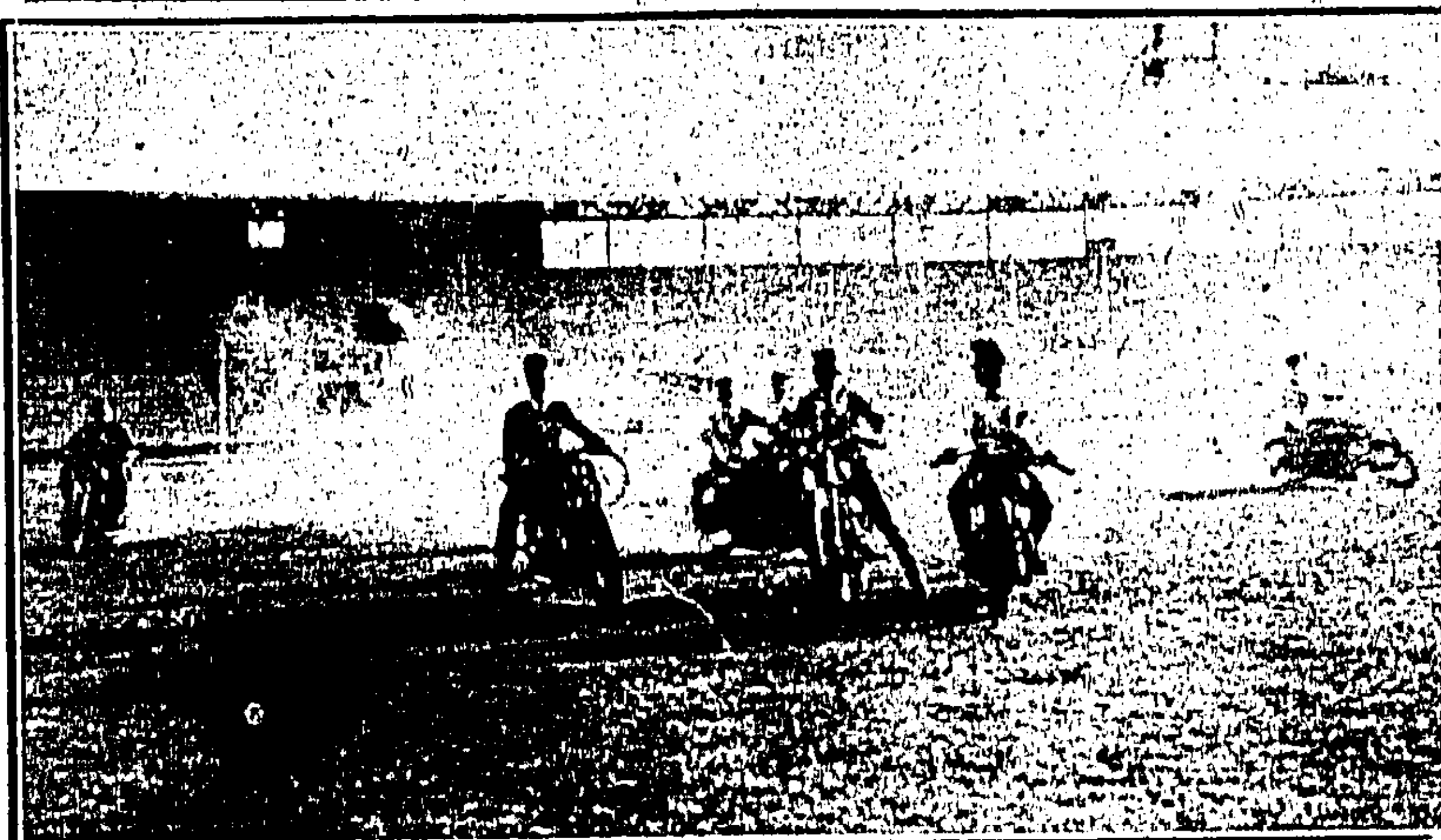
The feminine influence, ever a factor in the purchase of a motor car, has become so strong in recent years that some of the more prominent motor manufacturers are now retaining the services of feminine artists and designers to assist in specifying colours, finish and appointments. Conspicuous in this trend toward utilizing the "feminine touch" is Studebaker whose engineering advisory staff now includes a style committee made up of six women whose word in art is accepted as authority.

This unique committee includes: Helen Dryden, Mrs. Lee Simonson, Marjorie Oelrichs, Neyna McMein, Rose O'Neill and Marion C. Taylor, women whose talents for true harmony in colours, in textures, in lines, curves and planes are world recognized.

Helen Dryden is the highest paid woman artist in America. First to originate decorative magazine covers, she is considered a pioneer in modern art. She is also a successful interior decorator and designer of stage costumes. Mrs. Simonson, noted artist and decorator, enjoys an unique position as an arbiter of good taste, sharing the genius of her husband who is a director of New York's famous Theatre Guild. Marjorie Oelrichs was one of the first society women to enter business. She runs a fashionable interior decorating shop on Madison Avenue, New York, besides enjoying a national reputation for her paintings and sketches. Neyna McMein is a sought-after magazine cover designer. She does covers for various popular American magazines. Her work has been exhibited at the National Academy of Design, New York. Few American women have achieved more widespread artistic success than Rose O'Neill. She is also an author. Marion Taylor, formerly merchandise editor for Vogue, Vanity Fair and House and Garden, is a style counsellor for a number of large concerns. She is considered an outstanding authority on fashions in America and Europe.

A recent statement by A. R. Erskine, president of the Studebaker Corporation, emphasizes the importance of beautiful colours and appointments in the motor car. "One of the most happy and far reaching developments which has characterized American social

MOTOR CYCLISTS PLAY SOCCER.



Spills and thrills featured the Five-a-Side soccer football match played by competitors in the annual gymkhana held recently at the Canidrome, Shanghai. The above photo was taken during one of the most exciting periods of the match.



CURRENT COMMENT

Kowloon Parking.

The somewhat extraordinary announcement made at the December meeting of the Kowloon Residents' Association, to the effect that "the authorities propose to discontinue the parking of unattended private cars at the Ferry Approach," must have been received with the greatest consternation by Kowloon motorists. It is surely inconceivable that private cars shall be denied parking space unless an attendant remains seated in the vehicle! It must be remembered that many Kowloon motorists find a motor vehicle a necessity for daily transportation to the ferry, and it is surely absurd to suggest that they shall be forbidden to park in the vicinity of the Ferry, unless they employ an attendant to watch the car while they are engaged in their daily work. The suggestion is so unreasonable that there must surely be a misunderstanding somewhere. It is only recently that the Government announced the probability of a residential district being opened up by the proposed Sai Kung Road, and should such be the case, it is quite obvious that the majority of people taking up residence so far away, would use motor vehicles for daily transportation. To suggest that they be saddled with additional expense in providing attendants is merely to stifle any scheme which aims at opening up new districts some miles away.

The Ferry Approach.

It certainly has to be admitted that traffic conditions at the Ferry Approach are far from satisfactory, although some considerable time ago, various schemes were suggested in order to effect the much-needed improvement. Very little has been done, excepting to remove an "island" thereby making more room for the motor buses to stop, and placing a few lumps of granite in the road as weights for direction boards. There seems to be an unfortunate attitude of leaving improvements for future generations, in spite of the fact that they are even overdue in the year 1929. A huge sum of money is being spent in improving Nathan Road, and it is not by any means ridiculous to assert that a re-inforced concrete road could have been held over for a few years, if the building of it absorbed funds sorely needed for more urgent improvements elsewhere. The fact cannot be overlooked that the Ferry Approach is the Colony's most important vehicular traffic terminus, and that adequate provision should, and

must be made for the large volume of traffic daily arriving and departing from it. Not only must ample room be provided for private vehicles, but a modern system of traffic control embracing public vehicle stopping places should be inaugurated immediately, even if it means using the axe on the seemingly extravagant Nathan Road scheme. As we have so frequently emphasised, the Government appears to be in need of "uliginistic" reminders "First things First."

Touring in Germany.

In order to meet the demands of motorists who wish to visit Germany, the Automobile Association has issued an up-to-date booklet telling the motorists what he should know about German Regulations and Taxes, and giving a list of hotels and garages in Germany appointed by the A. A.

To enable prospective tourists to work out their expenses in advance, the charges at hotels are quoted.

Cooling Oil.

Motor engineers have concentrated lately on getting the maximum efficiency from lubricating oil and to this end have designed cooling systems through which the oil is drawn.

Oil does not lose its heat easily and racing cars are equipped with oil radiators, which also are to be found on some stock model cars.

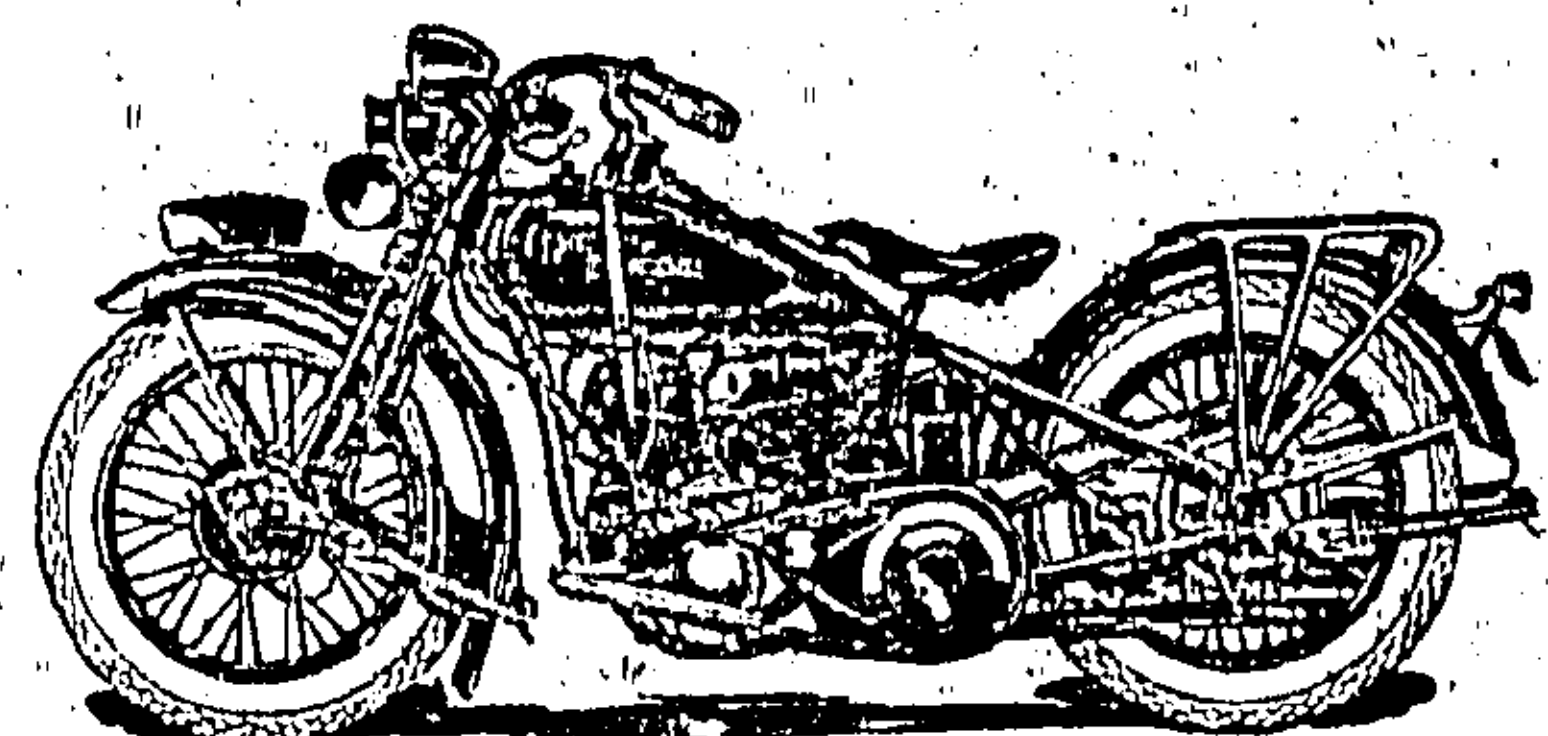
The cooling of the lubricant in the British seaplanes used in the Schneider Cup races was a problem that was solved in various ways. The supermarine seaplane pumps the oil from the engine into the hollow pin at the tail, where it is sprayed against the thin metal sides to reduce its temperature.

According to the Shell Company, the petrol consumption of the Schneider Trophy planes was two gallons per minute, while the heat units absorbed by the lubricating oil would, if translated into terms of power, exceed the highest power of any car on the road to-day.

REPLACES CLUTCH.

A. M. Kamper of Leongatha, Victoria, Australia, has patented an invention that is said to eliminate the ordinary clutch in automobiles. The invention will permit a change in speed by movement of a lever. A company is being formed to market the invention.

A Christmas Gift That Gives Pleasure!



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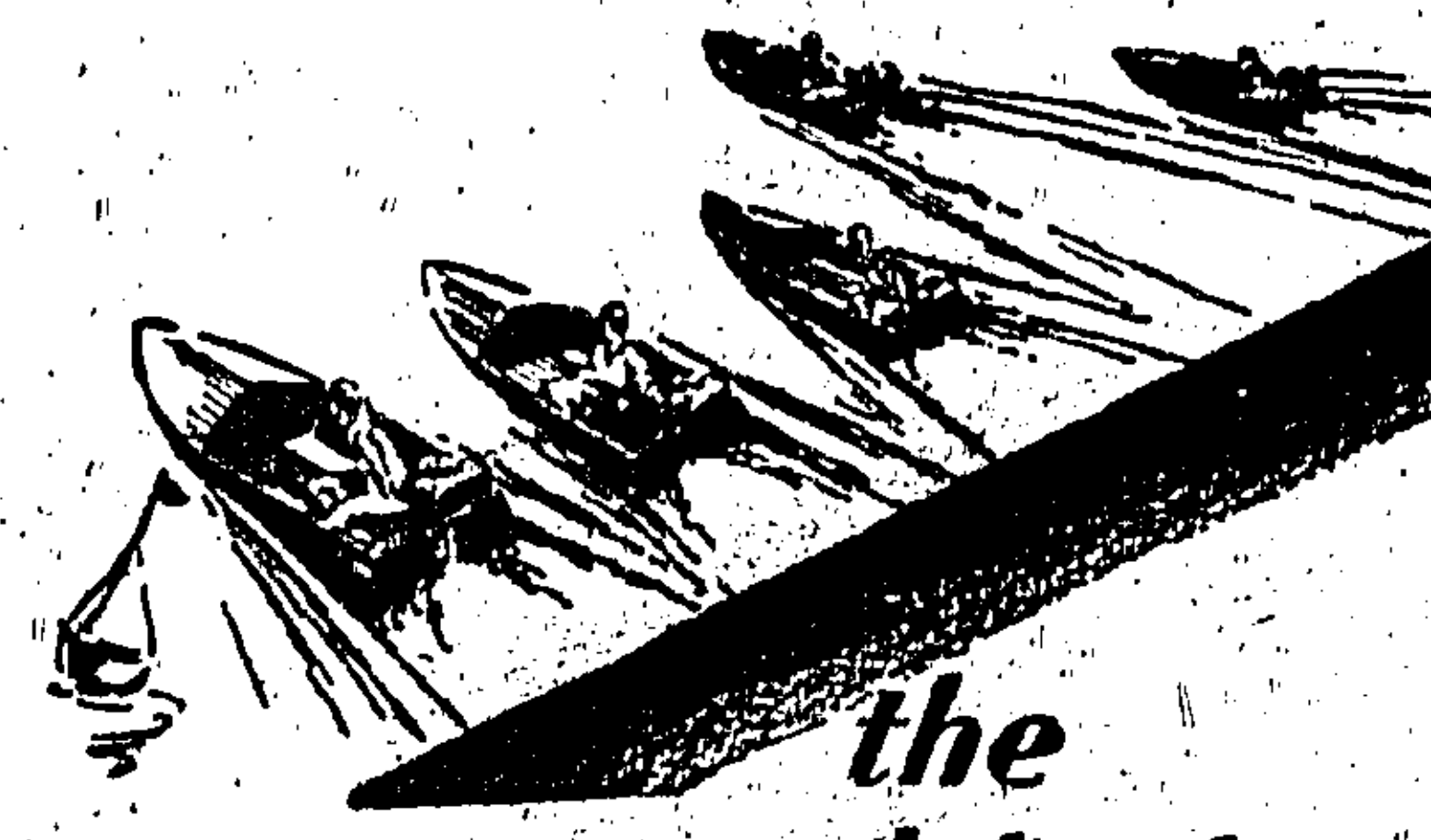


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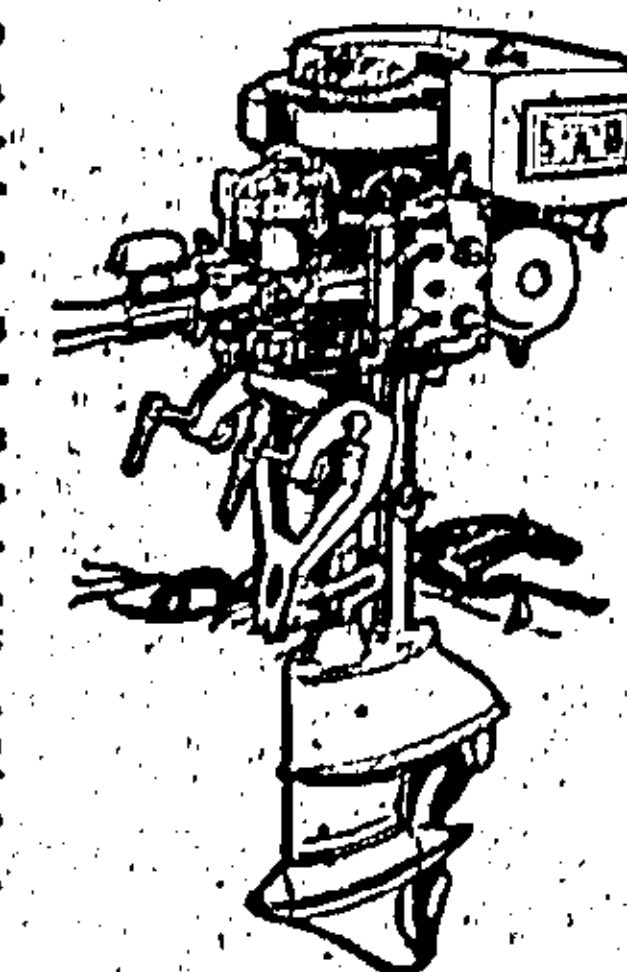


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ROAD SCHEMES AT HOME.

Possible Motor Taxation Foreshadowed.

When Mr. J. H. Thomas rose recently in the House of Commons to make his eagerly awaited statement regarding plans for unemployment relief, motorists expected that he would have something very interesting to say regarding road development schemes. As a matter of fact, the Lord Privy Seal was somewhat disappointing in this respect, for he could do no more than say that within the next five years the Government, with the assistance of the Road Fund, propose to expend £37,500,000. This sum was to be allocated at £3,500,000 to the trunk roads, the balance of £28,000,000 going to finance

schemes in connexion with classified roads generally.

It is, of course, true to say that a total of between £37,000,000 and £38,000,000 represents a great deal of money, but, on the other hand, when we remember that the Road Fund received annually, even at its present rate of revenue, well over £20,000,000 a year, it is only reasonable to think that a larger proportion than £37,500,000 of the sum, £110,000,000 that will flow into the Road Fund coffers within the next five years might have been earmarked by Mr. Thomas.

Doubtless, the sums he refers to as having been allocated to trunk

roads and classified roads do not represent the total expenditure that is contemplated from the Road Fund in the next quinquennial period; for example, quite an appreciable amount will certainly be spent on unclassified roads; and it is probable that the Lord Privy Seal's statement referred very largely to work in addition to the normal annual road improvement and development that have been going on for many years past. Statements of this kind are almost bound to be rather vague, if only because their details at the outset have not been definitely determined. When all this is borne in mind, however, a feeling of disappointment remains that more has not been definitely promised by a Minister who certainly has the cause of the unemployed very near his heart.

It will be recollected that before the General Election there was a somewhat acrimonious discussion as to the possibility and as to

the wisdom of raising a long-period loan of anything up to £200,000,000 for the speeding-up of a gigantic road programme. The Government of the day were apparently opposed to the suggestion, whereas, on the other hand, the Labour Party, then in opposition, were quite ready to consider it favourably. That being so, it is rather curious to find that Mr. Thomas, who seems to have had a very free hand in deciding upon the avenues he shall explore, has not only thrown overboard the idea of a loan, but has not even pledged the road revenue resources in sight to the extent of four-elevenths of the amount that will accrue, without loans or extra taxation, during the next five years.

One of the arguments that was advanced against the raising of a big loan and the spending of a very much increased sum of money annually on the roads was that it would be practically impossible to have the work carried out economically and efficiently on the scale and at the rate suggested, and it is, of course, possible that Mr. Thomas, with the inside knowledge that he now possesses, may have come to the conclusion that there is more than a little to be said for the views expressed by the critics of the original scheme.

Far be it from us to advocate waste of money which is drawn directly from the pockets of motor vehicle users. Upon the whole, it will be better to await developments, and examine carefully the considerations which have led the Lord Privy Seal to embark upon what at first sight seems a somewhat timid programme in the sphere with which motorists rightly consider themselves to be most closely associated.

Another point in Mr. Thomas's speech which will have received attention from the motoring community has to do with the present basis of motor taxation in this country. It is not too much to say that nobody—not even the Lord Privy Seal himself—knows precisely what are the intentions of the Ministry regarding the horse-power tax on private cars.

It is claimed by several prominent British car makers that the tax of £1 per horse-power represents an almost insuperable barrier in the development of overseas trade. On the other hand, it is argued that a healthy home market is essential as a starting ground for the export of British cars, and that the horsepower tax represents the best form of protection possible against an invasion on a very big scale of cheap American cars with large engines.

The protagonists of both views are sincere in the opinions they express, and it is at least satisfactory to find that Mr. Thomas, to whom the expansion of our overseas markets is a matter of vital importance, is giving very serious consideration to the possibility of modifying our existing taxation basis. Past experience has shown convincingly that it is most undesirable to tamper with motor taxation without first securing a complete grasp of the many problems involved.

We may be fairly confident that before the Lord Privy Seal advocates a change he will have satisfied himself that there is no likelihood of the alteration injuring our home market and thereby increasing rather than reducing the acuteness of the unemployment problem he has been appointed to solve.

TWO MILLION TREES.

Dunlop Enterprise in Malaya.

TEMPLES FOR NATIVES.

Two million young rubber trees are now being planted in the Dunlop plantations, Malaya, section by section as the heavy tropical jungle is cleared and its soil prepared over an area of sixteen square miles.

In ten years' time it is expected that the new trees will yield an annual crop of 5,000 tons of rubber. At present 8,500 tons of rubber a year is being tapped from four million trees.

Every other day a very thin strip of bark is cut from each tree and the fluid rubber drips into the cup below. As each cup receives, on the average only half an ounce of dry rubber daily, between six and seven hundred million cupsful of it have to be collected in the course of twelve months.

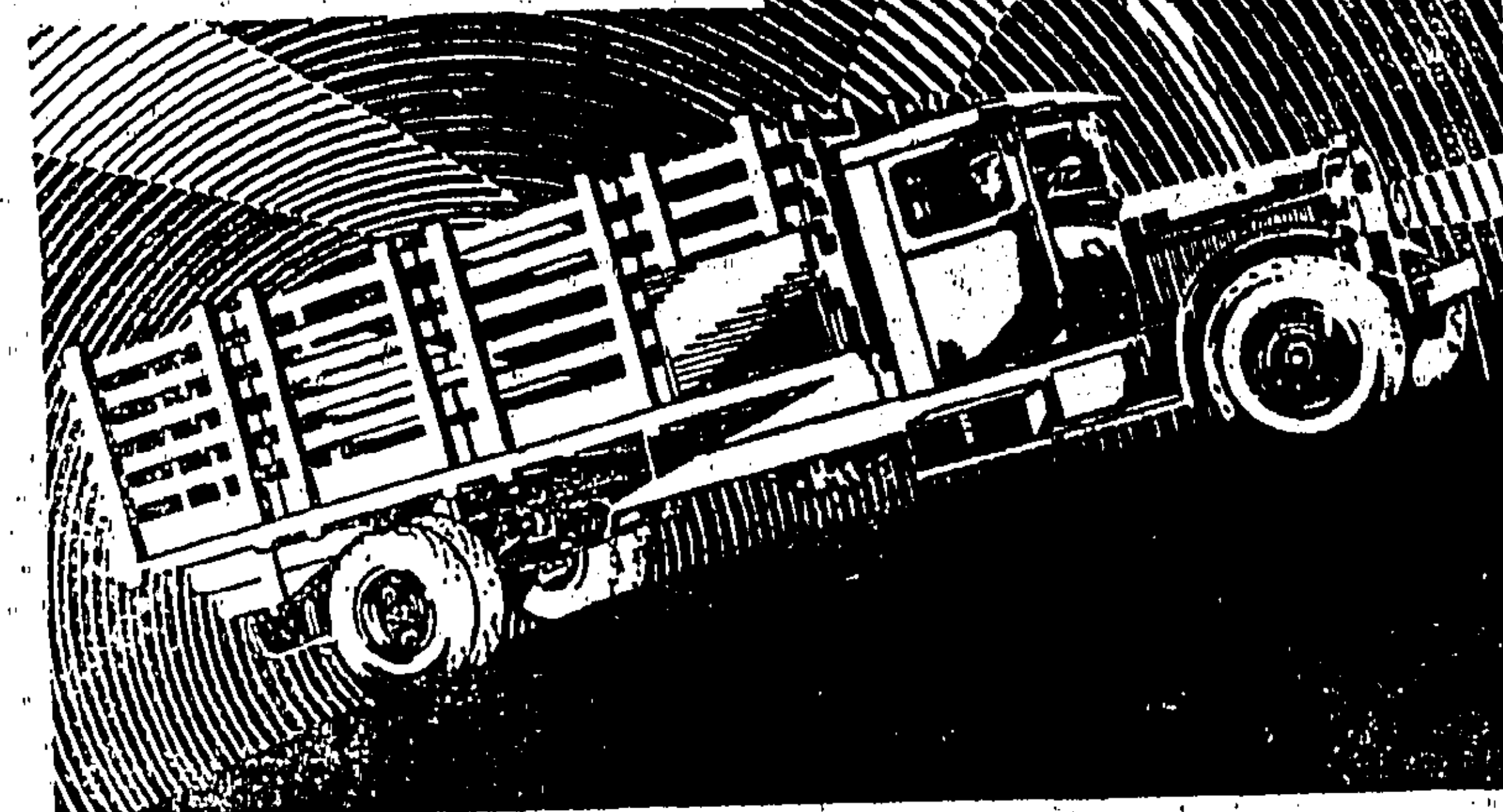
One third of the native workers are Chinamen but the bulk of them are Tamil specially recruited from the South of India.

Temples for their worship are built by the Dunlop organisation which also provides houses and hospitals for them, schools for their children, and rice at cost price.

Golf courses have been laid down for the European staff whose Rugby team is making a bid for the championship of Malaya.

Early next year the dense jungle is to be tackled over a further sixteen miles of the Dunlop territory which is more than 125 miles in extent.

LET'S GET TOGETHER AND ANALYSE YOUR HAULAGE COSTS



Let's go over the books. Let's dig deeply into your delivery or haulage situation if your trucks are eating into your profits. Nearly always there's a way out.

There IS such a thing as moving merchandise at a cost that carries no worry. It has been done in your business. If we can't show you how it is done, you lose nothing but your time. You may save up to half of your costs. Let's talk it over.

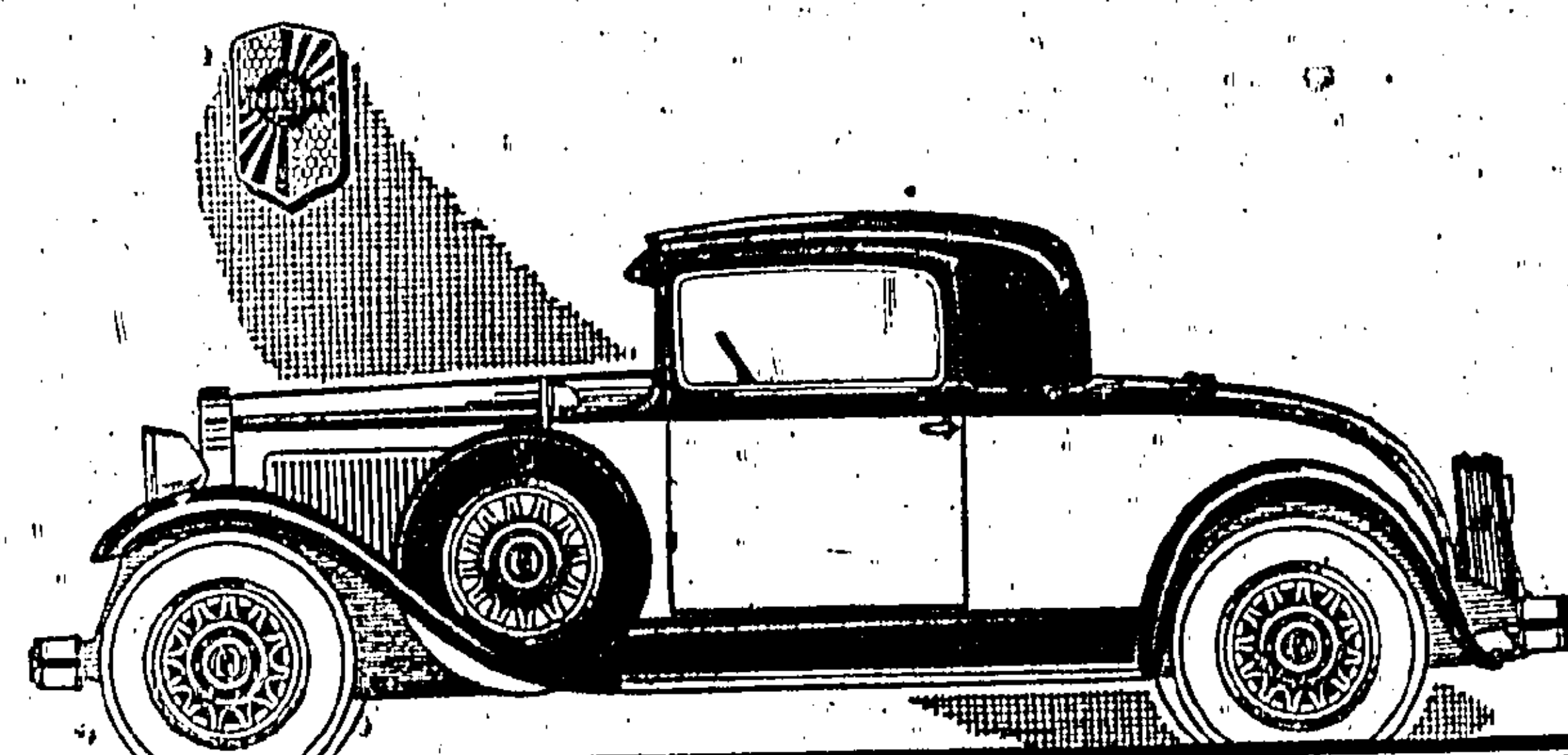
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WHEN you own a Nash "400" you may be sure that people respect and admire the car you drive.

"400" lines and colours are correctly smart. Upholstery and fittings are rich to the point of elegance. Coachwork is of the finest.

Nash engineering has given the "400" a performance on a parity with its beauty. The Nash Twin Ignition engine adds power, new smoothness, and gives more miles-per-gallon. Centralized chassis lubrication sends oil to all vital chassis points at a touch. Outboard mounted hydraulic shock absorbers smooth every road. A new steering mechanism ensures the world's easiest driving control.

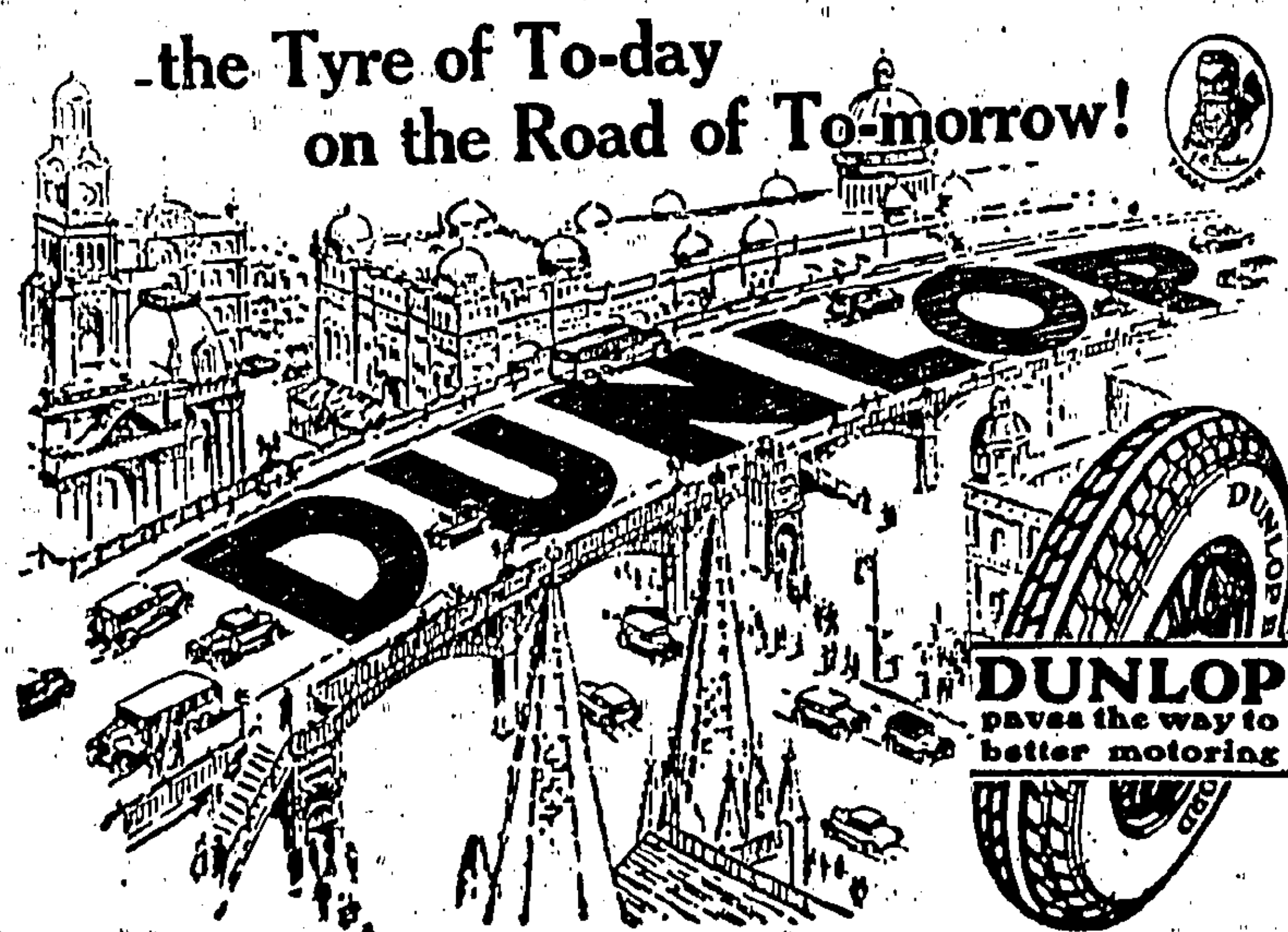
There are no "extras" to buy. One moderate price includes everything—from bumpers to tyre locks.

The Nash "400" is a sound investment. It is socially acceptable and mechanically right.

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Hongkong Telegraph

Pictorial Supplement

December. 21st, 1929.

SEND YOUR FRIENDS AT HOME

CHINA TEA

For Christmas

SEE PAGE 4 FOR OUR
SPECIAL OFFERS

THE CHINA TEA Co.
David House, Hongkong.



Bridal group taken at the wedding last week, at St. Joseph's Church, of Lieut. J. G. Shillington, K.O.S.B., and Miss Hilda May Mahony. (Photo: Mee Cheung).



Lieutenant Shillington and his bride are here seen emerging from St. Joseph's Church, passing under an archway of swords formed by the bridegroom's brother officers. (Photo: Mee Cheung).



Dr. Peltzer, the German Olympic runner with Mr. Tong Chung-man at the China Athletic Stadium at North Point. (Photo: Mee Cheung).



The Civilian and Army football teams which met in the final for the Lai Wah Cup last Saturday. The Army were defeated by four goals to two. (Photo: Mee Cheung).



Mrs. R. M. Dyer presenting the Lai Wah Cup to Hudson, the captain of the Civilian team last Saturday. (Photo: Mee Cheung).



Left, Dr. Peltzer throwing the discus; right, the Olympic runner is seen in a training run, just completing the 1,000 metres. The demonstrations were at the North Point Stadium. (Photos: Mee Cheung).



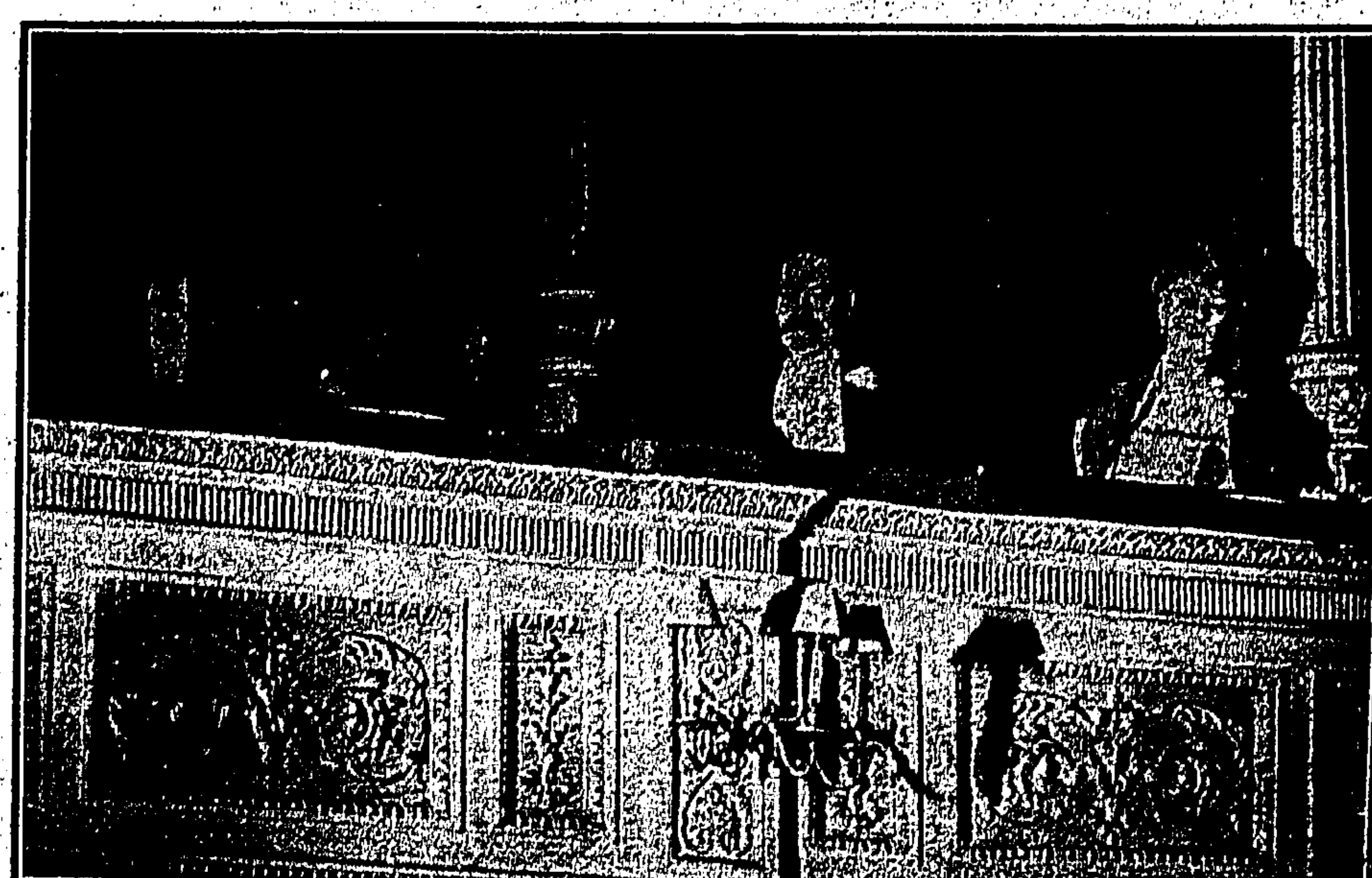
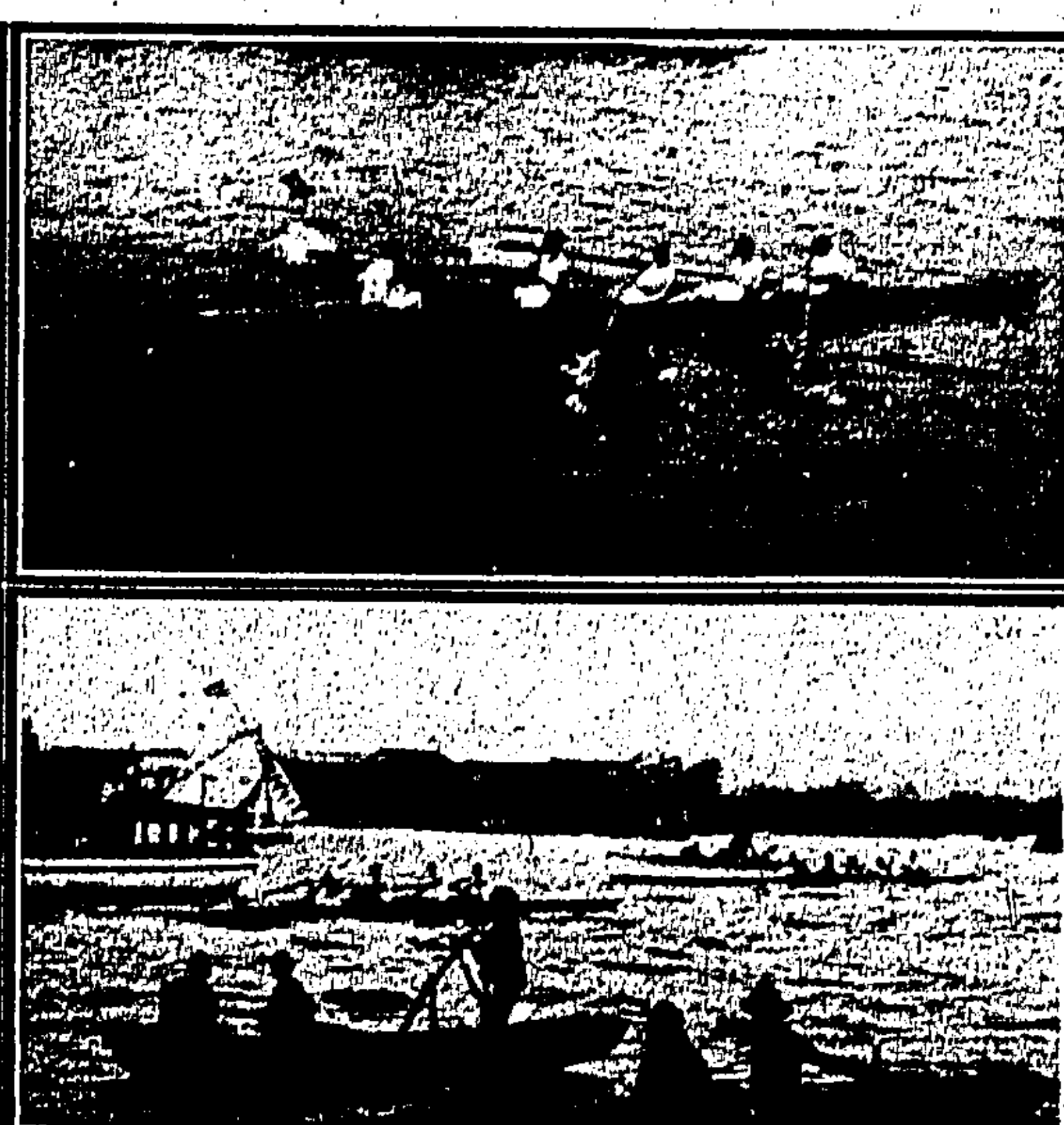
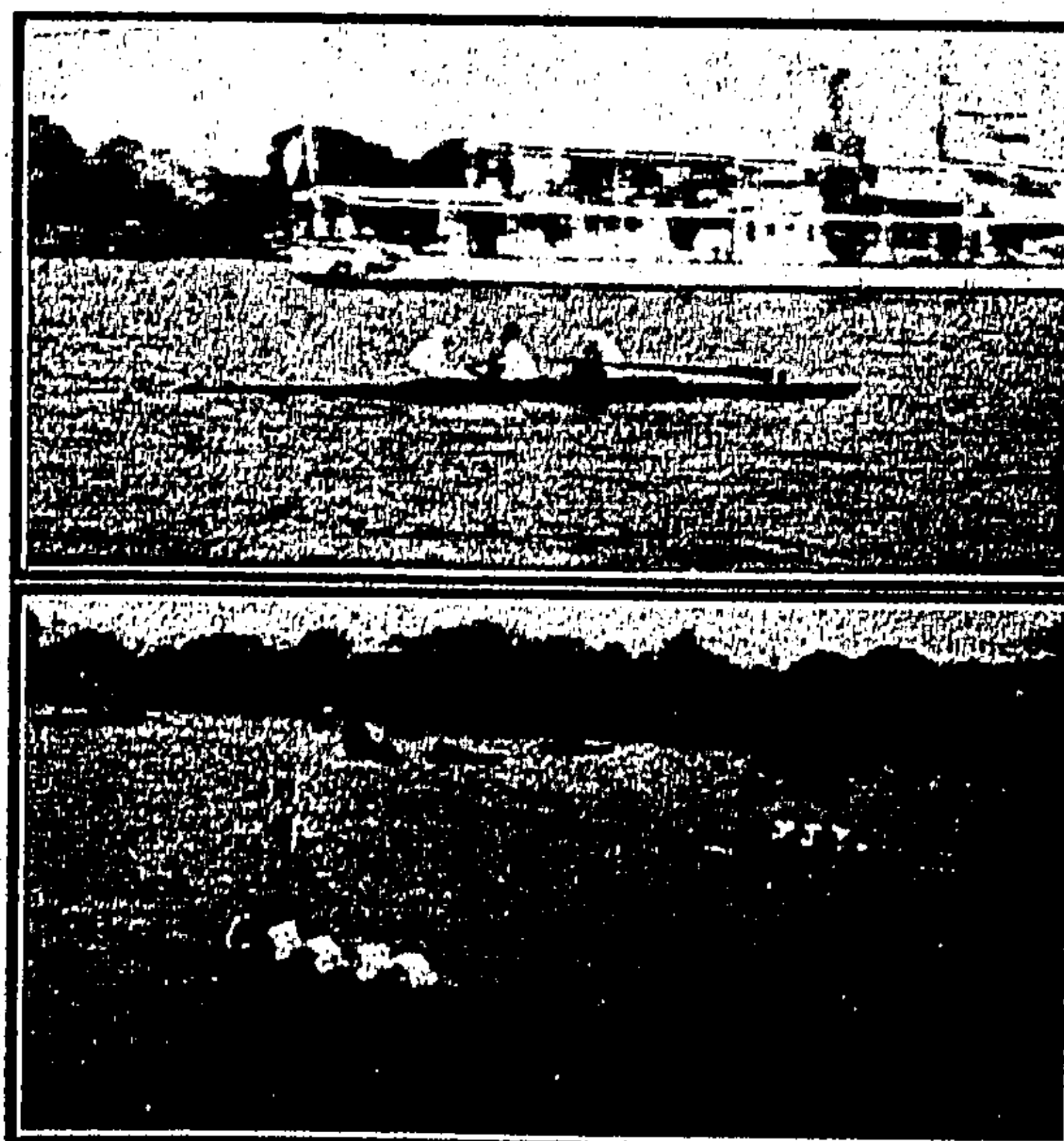
Hedley snapped in a curious attitude when tackling Butcher in the Lai Wah Cup final. (Photo: Mee Cheung).



Members of the field wireless unit (Signal Section) of the Defence Corps in camp at the New Territories. The radio telephone in operation, with a copper rod aerial, can be rigged up in a few minutes.



This snapshot shows Mr. R. M. Dyer returning thanks for the bouquet presented to his wife after she had handed the Lai Wah cup to the captain of the Civilian team on Saturday. (Photo: Mee Cheung).



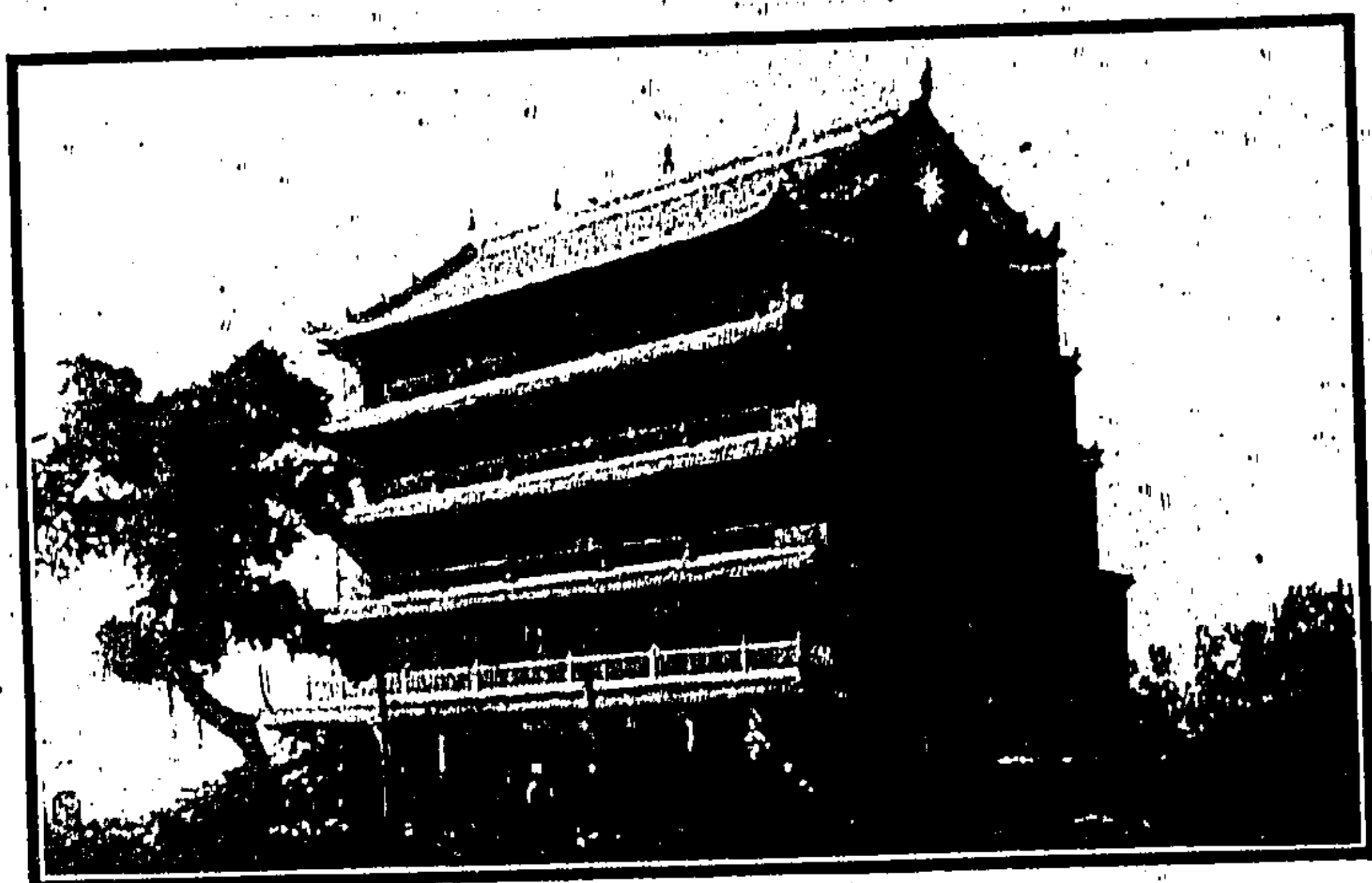
Snapshots of the Interport Regatta at Canton. Top:—Left: The Canton Junior Pair winning the Otto Challenge Cup; right: the Canton Senior Four at the finish for the Cameron Challenge Cup. Bottom:—Left: The Canton Senior Four, in foreground, leading from the Hongkong boat; right: the Hongkong Junior Four winning the Hongkong Telegraph Cup.

The King and Queen, with the Duke and Duchess of York, at the Prince of Wales Theatre, during a performance of R.C. Sheriff's wonderful war play, "Journey's End." (Photo: Central News).

"SAY IT WITH SONGS."



Little Davey Lee plays with Al Johnson again in this new Warner Bros' Vitaphone picture, "Says It With Songs." Davey was the famous "Sonny Boy" in "The Singing Fool."



A new picture of the Five-Storey Pagoda situated on the hill of the Goddess of Mercy at Canton. Many hundreds of years old, it has just been reconstructed in reinforced concrete, as a Provincial Museum for Kwangtung. The walls at the base are 18 feet thick.

THIS "SEX EQUALITY."

Phyllis Ward says It's Foolishness.

The phrase "sex equality" is becoming a catchword, almost a music-hall joke. It is developing into an excuse for bad manners, which we women are encouraging. "Sex equality," murmurs the tired young man as his fair companion pays for both seats at the cinema. "Sex equality," again mutters the man in the Tube as he esconces himself more firmly behind his evening paper while drooping females tread hopefully on his feet.

Our physical strength is not, was never intended to be, and never will be, equal to that of men, in spite of such example as Russia's women volunteer army. Women are not allowed to play more than three sets in lawn tennis matches and championships while men play five.

Physically women are courageous, otherwise there would be no birth rate, but few women could have stood the awful, nerve-racking strain of defending a front-line trench, the mental agony of anticipation, and the bodily strain. Woman is the complement of man. I do not believe in sex equality and I am convinced that in actual fact the average girl does not believe in it either. I believe most emphatically in girls earning their own living, for what could possibly be more lowering to one's self-respect than to sit at home and wait for someone to marry you?

The only trouble is that we are learning to be too independent, and it is becoming impossible for an intelligent girl accustomed to typing her employer's letters, dealing possibly in the welfare of thousands of people, to settle down to the little-tattle of the suburban tea table.

It is all very well for some men to cry, "The women's place is at home," but we all know that there are far too many of us to fill these potential homes.

Therefore let those who fall in love and want to get married stick to their choice and make a success of their married life, for it is an exceptional woman who can run both her home and her business successfully. The remainder must sort themselves out and make use of their talents to the best of their ability.

I am full of admiration for such pioneers as Miss Agnata Ramsay, who in 1887 was the first woman to achieve first-class honours in the Classical Tripos at Cambridge, ten years after the first public school for girls was started; and Mrs. Pankhurst, whose pertinacious efforts eventually obtained for us the jealously guarded vote.

They are our representatives, and men must recognize them as such. The rest of us, married or single, must aim as high as we can, for even with our increasing responsibilities and knowledge there can never be true sex equality while men crowd to music-hall comedies to admire the legs of the chorus. —(Phyllis Ward in the Daily Express.)

Gifts

"that live longer than a day"



A few suggestions:

- Silk Ties and Handkerchiefs, singly or in sets
- Silk and Knitted Wraps and Scarfs
- Dressing Gowns
- Bath Gowns
- Slippers
- Socks and Golf Hose
- Jewellery
- Braces.

THE pleasant custom of gift making at Christmas provides an admirable means of expressing one's friendly wishes in durable form, though one sometimes finds it a little difficult to hit upon exactly the right choice for the masculine portion of your list.

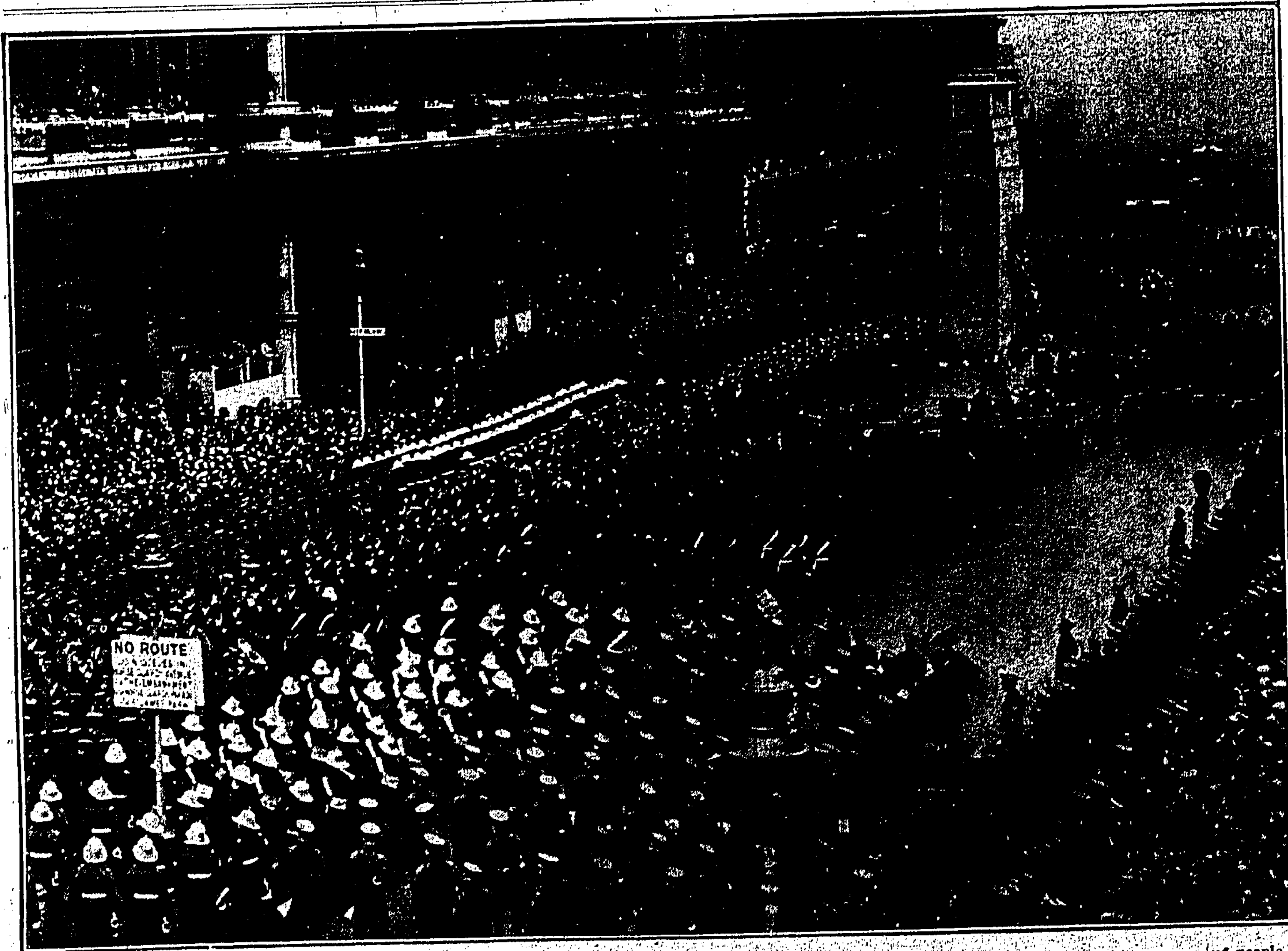
Your problem, however, will be much simplified if you make your selection at Mackintosh's, for there you can see the very articles which men would choose for themselves.

These goods were personally selected by Mr. Mackintosh, who was recently in London. Thus, they are fresh, new and attractive, and as gifts their daily usefulness assures them of appreciative welcome.

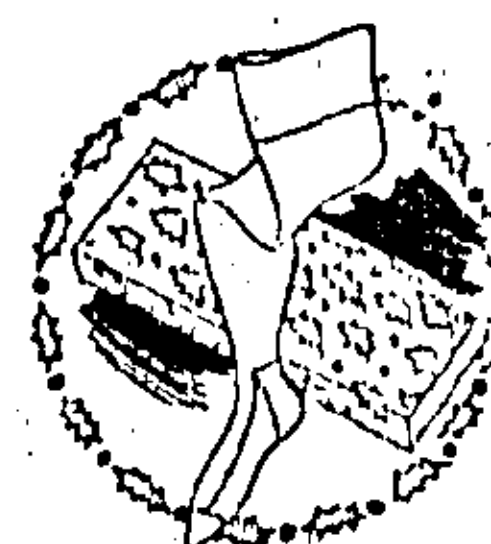
To choose wisely is to enhance the satisfaction you derive from giving. It will be a pleasure to show you our Christmas selections, and to offer assistance in making such a choice.

Mackintosh's

A visit to us entails no obligation whatsoever.



The presence of 320 V.C.'s was an outstanding feature on Armistice Day service at the Cenotaph, which was again attended by a vast concourse of people. In the absence of the King, the Prince of Wales laid his Majesty's wreath on the Cenotaph. Our photograph, taken during the march past of the V.C.'s, gives a general impression of the scene in Whitehall. (Times copyright).



FOR XMAS GIFTS

GIVE THE PRACTICAL.

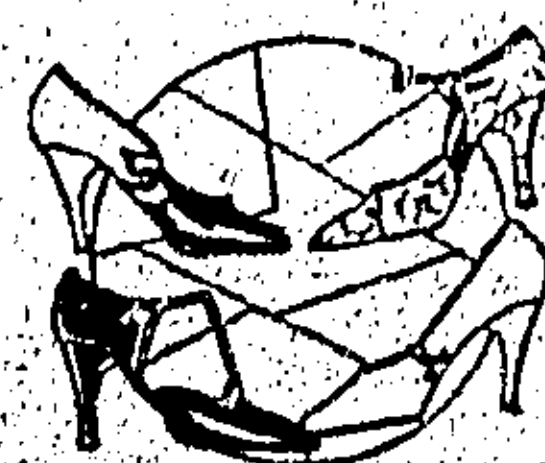
SHOES—
SLIPPERS,

OR DECIDE ON

HOSIERY

YOUR GIFT WILL
HAVE A DEEPER
MEANING IF CHOSEN
FROM—

GORDON'S



The Vogue for Velvet

Fashion Has Found a Use For This Rich Material In Costumes Appropriate To Every Hour of the Day



I
Blanche Lebouvier Achieves A High Waistline by Using Horizontal Shirring on This Frock of Yellow Silk Chiffon.



II
This Afternoon Frock by Lucille Paray Features Tiny Polka Dots Designed in Black on White Velvet.



III
Chiffon Velvet in a Checked Pattern, Made With a Circular Basque Effect, Is a Feature Of the Cyber Collection.



VII
Jenny Uses a Band of Strass Embroidery as a Support For the Back of This Gown Of Chiffon and Velvet.



VI
This Dutch Cap Turban From Bendel Is Chinese Red Velvet.



V
Jenny Chooses Black Velvet For the Princess Bodice Of This Evening Gown With Unusual Cut Decolletage.

THIS era of femininity in styles puts a premium on the velvet touch.

You may use the chiffon velvet, or grow extravagant and buy the old-fashioned panne velvet. Milliner's velvet fashions many a smart chapeau. Satin-backed velvet makes many of the most fashionable evening wraps.

This is logical. Velvet has a sheen to it, a softness to its nap, a regal sumptuousness to it even before it is trimmed with fur or light touches, that is quite in keeping with the luxury of the winter mode.

Again, velvet is tremendously flattering. Get a shade that becomes the wearer, use that shade in velvet and the lights and shadows that ripple through its surface throw corresponding soft lights upon her countenance, heightening its beauty.

In the third place, velvet now comes in the most gorgeous colors. If you want a costume delicate as the dawn, there is a velvet for it. If you want striking, hard, American beauty pink or jungle green, velvet answers the call. All of the off-whites now await the ring of wedding bells. Pastel colors are available for evening gowns. Beiges, grays, blues and all the everyday greens are on the market for touches to hats or costumes.

The result is that velvet is used extensively for gowns. It is used for many of the dressier coats and ensembles, for lounging attire when you want to feel queenly, and for evening gowns on gala occasions.

IN addition to velvet's high place as the medium for costumes, there remain innumerable other uses for this rich fabric.

Paris offers a sweet little fancy in the form of a white bridal set in velvet and Alencon lace, with the hip-yoke of the panties of the white velvet and the edges and straps of the lace brassiere of the white velvet.

Many evening slippers use velvet for bows, or for making the shoe itself. Velvet bows, sashes and flowers adorn some of the season's loveliest creations for the dance. The flowers made from velvet this year are too beautiful for description. A single rose may have as many as 10 shades of pink velvet in its make-up, giving it that natural gradation of coloring that distinguishes a real flower from an artificial one.

Velvet handbags are new and very pretty. Sometimes they are richly embroidered in cut steel or take an old-fashioned cross-stitch pattern worked out in color.

Velvet fashions many hats this season. In a year when becomingness is first consideration, flattering velvet comes into its own for framing the face.

Many beautifully-cut gowns this winter are of pastel tone, relying on their exquisite modeling to make them distinctive. It is not uncommon to have the only contrasting note in these gowns some kind of velvet flower.

I. BLANCHE LEBOUVIER creates this stunning evening gown of yellow silk chiffon with a single, huge, ruby velvet flower placed at the center front of the bodice.

The gown achieves the high waistline by use of horizontal shirring all around the figure. Its skirt is very uneven and very full. It is simple in effect, though very elaborately conceived. That splash of ruby-red velvet right in front is most effective.

II. LUCILLE PARAY combines black and white velvet with a tiny black polka dot for one of the winter's smartest afternoon dresses. The manner of joining the two velvets is ingeniousness itself. A draped, full skirt of black has a slightly uneven hemline. Over this a little bodice with tight waistline and fitted peplum is fitted. The peplum falls away in cutaway fashion, from the waistline in front, with little ends tying in a bow at the waistline, over a shirred panel of the black skirt.

The cowl collar and deep, fitted cuffs of the black are two more touches of individuality. This frock buttons up the back, like a little girl's party dress.

III. FIGURED velvet is used most happily for this dressy afternoon frock made by Cyber.

Several shades of brown, checking a light beige background, increase the effect of light and shadows on this velvet. The little frock is made very simply, the fabric calling for no trim save its own pattern. It is cut with a basque effect, by use of a circular tier that joins the fitted bodice in a curved line.

A little scarf of the material can be wound around the neck or tied in a bow at the back. The sleeves are long and tight, with rows of shirring at the inside seam, giving fullness on the outside line.

IV. WHEN Jean Patou created one of the winter's most regal coats, he used black velvet and heightened its richness by furring it heavily.

This coat has the slim princess line, with exaggerated fullness below the tight waistline. The full skirt, moreover, dips almost to ankle length in the back, a line extremely good with frocks of similar line.

The sleeve is very feminine, with flaring cuffs ending the long, tight cut. Black fox is used profusely to trim this garment. The luxurious collar is a shawl shape and can be worn buttoned up or left open, as in the picture. Like many heavily-furred collars this winter, this one stands away from the neck slightly, in order to give the hat room.

V. THIS Jenny velvet gown is princess in line, with an unusual cut to its decolletage and a flounced skirt of fine black tulle.

The decolletage is irregularly scalloped, with strands of strass threading it to hold all the points at attention. The top strand runs over the shoulder for straps and attaches in front to the bodice again.

The princess velvet bodice is cut in points at its lower edge and the tiered skirt flutes out from under these points.

VI. HENRI BENDEL uses a velvet for many of his smartest turbans this year. And one of his newest is this modified Dutch cap turban of Chinese red milliner's velvet, with a pert bow of matching velvet ribbon flaring towards the face from the back.

VII. BLACK velvet and black chiffon are charmingly combined in this formal evening gown created by Jenny. This designer, incidentally, makes use of velvet for some of her loveliest evening creations this season, using tulle, net, chiffon, lame or feathers for the skirt. This is the first season in many a one in which velvet has functioned in exactly this way.

The black velvet bodice pictured is cut away entirely in the back and held together by a band of strass embroidery which points up the back, to divide over each shoulder and attach itself to the front.

This bodice fits the body snugly, and is cut much longer in the back. Black chiffon is organ pleated onto this bodice, swinging so low in the back that it falls onto the floor like a train.

IV
Jean Patou Enhances The Richness of This Black Velvet Coat By Furring It Heavily.

A CAR FOR CHRISTMAS?

MAKE YOUR CHOICE FROM FOUR SUPREME VALUES

Studebaker... Erskine
Morris... Chevrolet

EACH A LEADER IN ITS PARTICULAR SPHERE.
BOOK ONE FOR CHRISTMAS MORNING.
THE HONGKONG HOTEL GARAGE.

Hongkong Telegraph

Pictorial Supplement

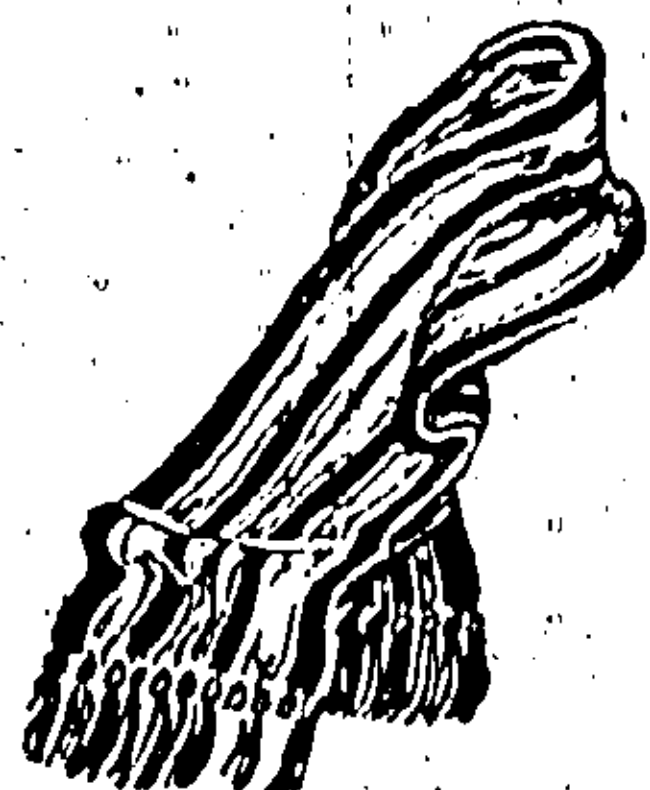
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If your boy or girl is not
progressing in school as he
or she should, there may be
many reasons. One of the
most likely is that your
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have an eye examination

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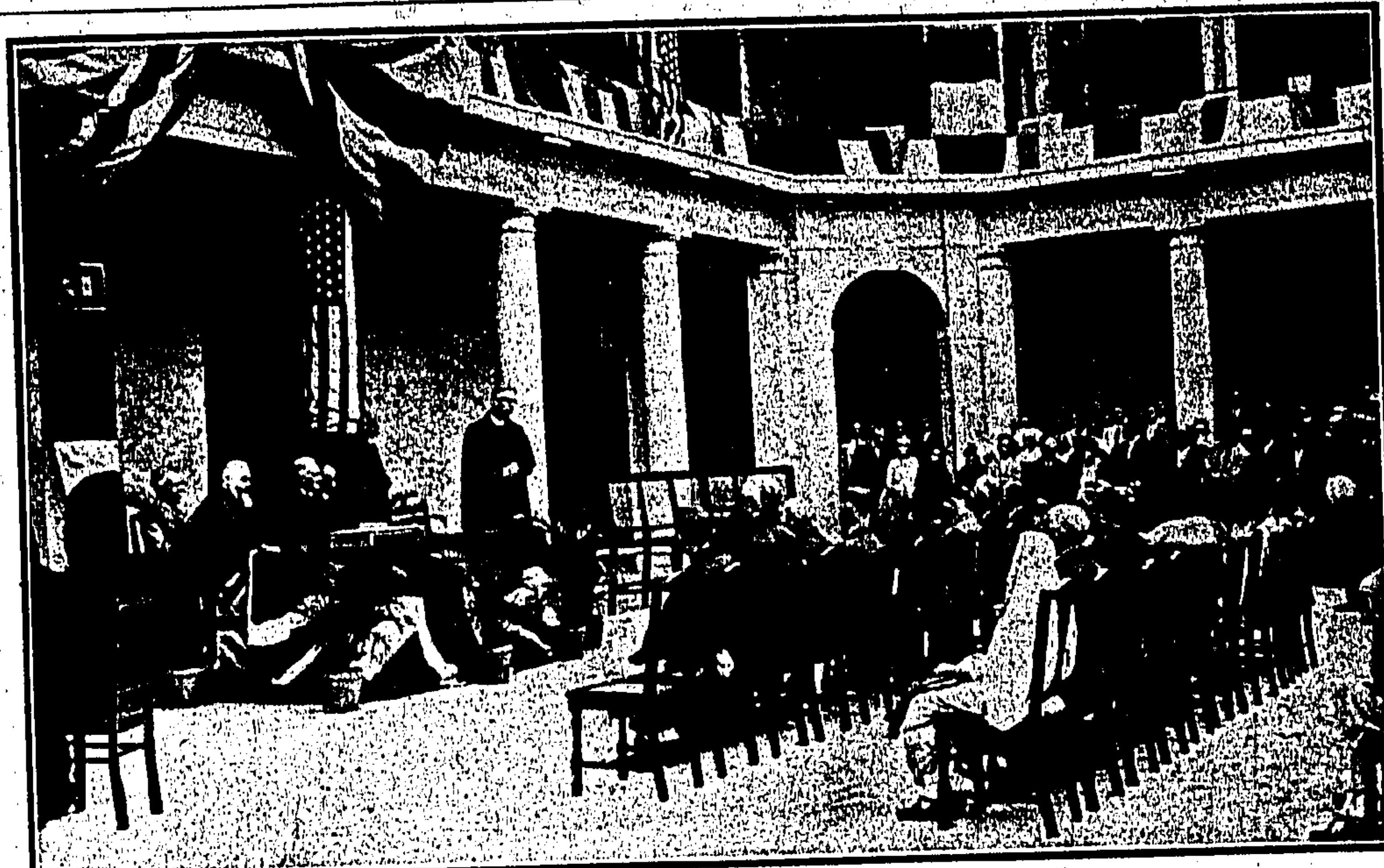
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WILL SATISFY YOU—

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Clad for the winter, a youthful Chinese
soldier does guard duty in the icy wind in
North China.



Father G. Byrne, S. J., speaking at the opening of Ricci Hall, the new Catholic Hostel at the Hongkong University, on Monday. The opening ceremony was performed by H.E. the Governor, who is seen seated at the table. (Photo: A. Fong).



This picture shows two of the large family of Chinese dwarfs who
have the sole right of acting as guides to visitors to the Talyuan-fu
museum in the model province of Shansi.



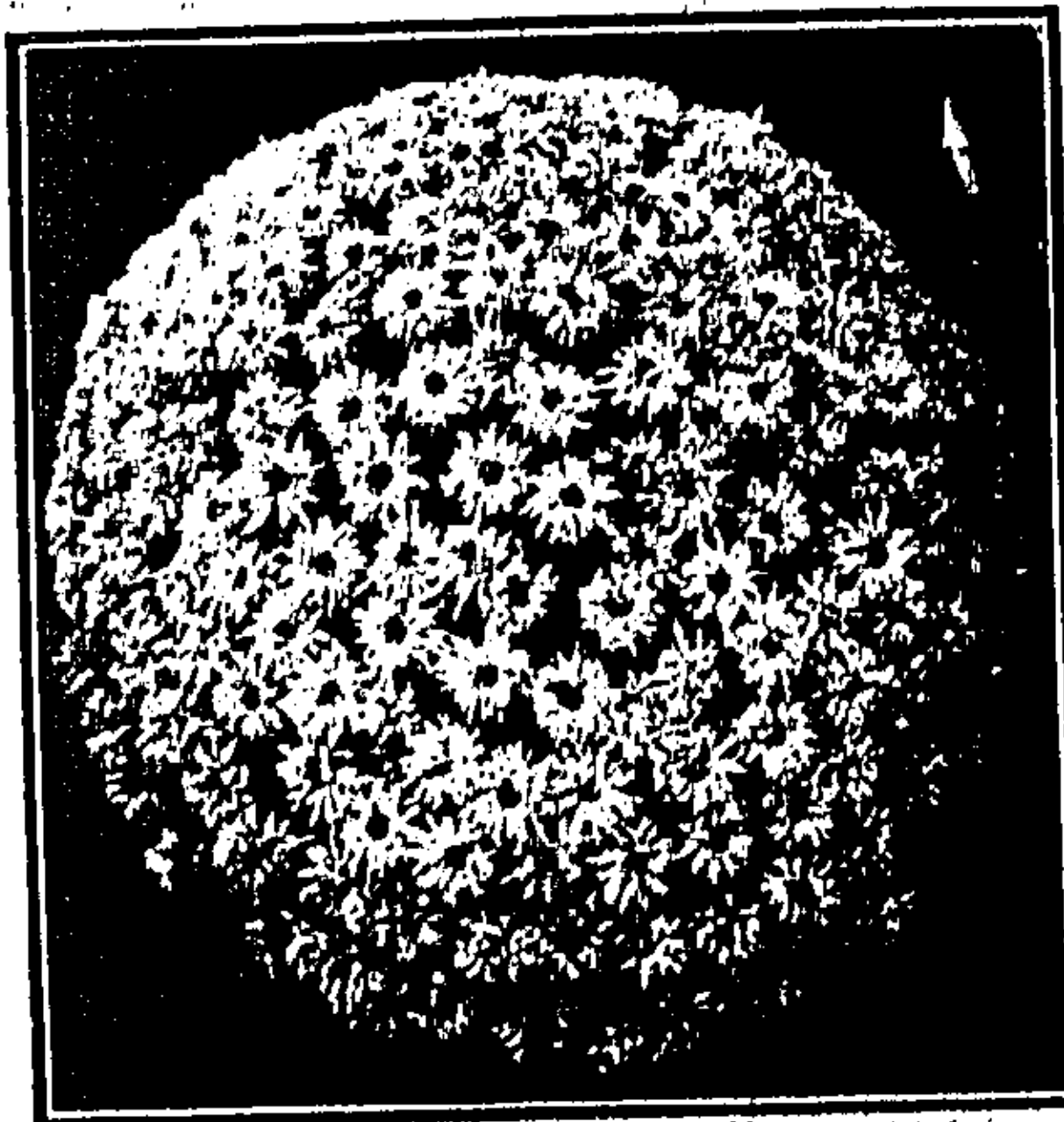
Here is an extremely effective picture of the beach at Shek-O, one of the prettiest
spots along the coast of Hongkong island. (Photo by courtesy of Mr. W. J. Hawker).



Above are seen principals in the Philharmonic Society's production of the well-known musical comedy, "The
Gelsa." There have been one or two changes in the cast since the photograph was taken. (Photo: Ming Yuen).



Mr. R. Vaughan Fowler, who was largely
instrumental in inaugurating the Hongkong
Flying Club, which was formally established
last night.



Hundreds of blooms are seen in this pot
of chrysanthemums exhibited at the recent exhi-
bition in the Kwong Wa Gardens.



The above group, recently taken, shows the Queen's College 1929 Matriculation Class. Mr. A. H. Crook, the
Headmaster, is seen seated in centre, with other masters. (Photo: Mee Cheung).

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Shopping at

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DEFINITE SIGNS OF PROGRESS.

Wave of Optimism.

For the nine months ending September the exports of British motor goods exceeded 25 per cent. in value and 40 per cent. in number over the comparative figure for the same period in 1928, showing an expansion in practically every market throughout the world.

The Motor Exhibition at Olympia was remarkable for the extraordinary public enthusiasm shown over the range of British motors, while the press of Great Britain has been full of a note of optimism that at long last the post-war difficulties of the industry have been overcome and that to-day British Manufacturers can offer a range of vehicles at competitive prices which are suitable for every sort of road condition.

Perhaps the most interesting feature of the development of the past months has been the confidence in the industry shown by one of the largest Insurance Companies in the world, which has become definitely associated with the movement, backed by the British Government, to extend the export market for British motor products.

There are signs to-day that Motor Agents all over the world are clamouring for good British agencies. With the extraordinary development of the British utility car in every part of the civilised and uncivilised world it has been shown that owners are realising that the motor car is a means of transport which costs money and that although such a car may not provide some of the features associated with other types of vehicles it is in the long run the most economical form of modern transport in the eventual profit and loss account. That this is so is testified to by

the demand for this form of transport, which has been growing to a remarkable extent over the past twelve months. Even so it is as yet only in its infancy and the fact remains that the manufacturers specialising in this type of vehicle, in which Great Britain holds the complete monopoly, are finding it difficult to keep pace with the ever growing demand from their Agents in all parts of the world.

It is seldom that manufacturers advertise to the world the fact that motor transport costs money, but British manufacturers at least realise that it is neither in the interests of themselves nor their customers, nor aids the financial stability of any country, to exploit uneconomically the motor vehicle to create an illusory demand. It is necessary to look at transport in its proper perspective to the welfare of any community. Too easy finance or credit insurance in respect of certain articles has been said by General Hertzog to be a disease menacing to society. The British industry does not deny that in certain cases the extension of too easy credit for the purchase of certain types of motor cars has proved dangerous. In respect of vehicles which are expensive to run or which have a high rate of depreciation and which, perhaps, do

not play their proper sphere in the economic stability of the customer. The manufacturers of the utility car which is to-day capturing the imagination of the world believe that they are providing an essential means of expeditious and cheap transport which, by adding to the economic prosperity of the community and the individual, will provide the answer to the statement that hire purchase "is an absolute disease and menace to society."

With respect to all ranges of cars and commercial vehicles there is a definite feeling of optimism at home that the greatest opportunity to-day exists for a wise and wide expansion in the export of every type of vehicle.

AUXILIARY YACHTS.

Question of Power Installations.

VARIOUS TYPES.

What power shall I put in? What speed shall I get? are questions which invariably arise when the sailing man decides to have an auxiliary engine in his ship. He also wants to know how much room the engine will take, and how it will fit in. As a useful and practical aid to answering these knotty points there can be no better way than by giving concrete examples of craft already fitted.

To supply this information the Allen Craig Motor Co., Ltd., of Chiswick, have produced an attractive leaflet generously illustrated with photographs of various types of auxiliary yachts fitted with their engines as well as plans of typical installations both with the ordinary direct drive and reverse gear and with reverse gear and reduction gear.

Although the leaflet is primarily designed to show the well-known adaptability of Allen Craig Marine Motors to all conditions, no matter how restricted the space may be, it also forms a useful guide to a solution of the power and speed questions.

SIX WHEELERS.

An Australian carrier has established a transport service from Sydney to Forbes, a distance of 300 miles, using British six-wheeled lorries which are fitted with sleeping bunks for the drivers.

POWERFUL CAR.

A racing car, capable of developing 4000 horsepower and said to be able to do 300 miles an hour, is being built at Wolverhampton, England, for a try at a new speed record at Daytona Beach next year. The car has 24 cylinders.

THREE DEATHS AN HOUR.

Motor vehicles accounted for three deaths every hour during July, according to the American Road Builders' Association. The month's toll was more than 2290.

GRUESOME WARNING.

A practical but gruesome suggestion to caution motorists was recently made by a physician at West Virginia University. He suggested the placing of human bones at dangerous crossings and corners as a warning of danger.

PARKS ARE POPULAR.

Government reports indicate that a total of more than 595,000 automobiles entered the national parks in 1928.

WHERE EVEN WEATHER IS CHECKED



For determining the effect of the weather on automobile performance so that General Motors cars will be better able to cope with that bugaboo of all automotive engineers, a weather house is part of the equipment of the Proving Ground, General Motors' 1868-acre outdoor laboratory near Detroit. Unlike other weather observatories, this one is maintained not to forecast but to "hindcast" meteorological disturbances of all kinds.

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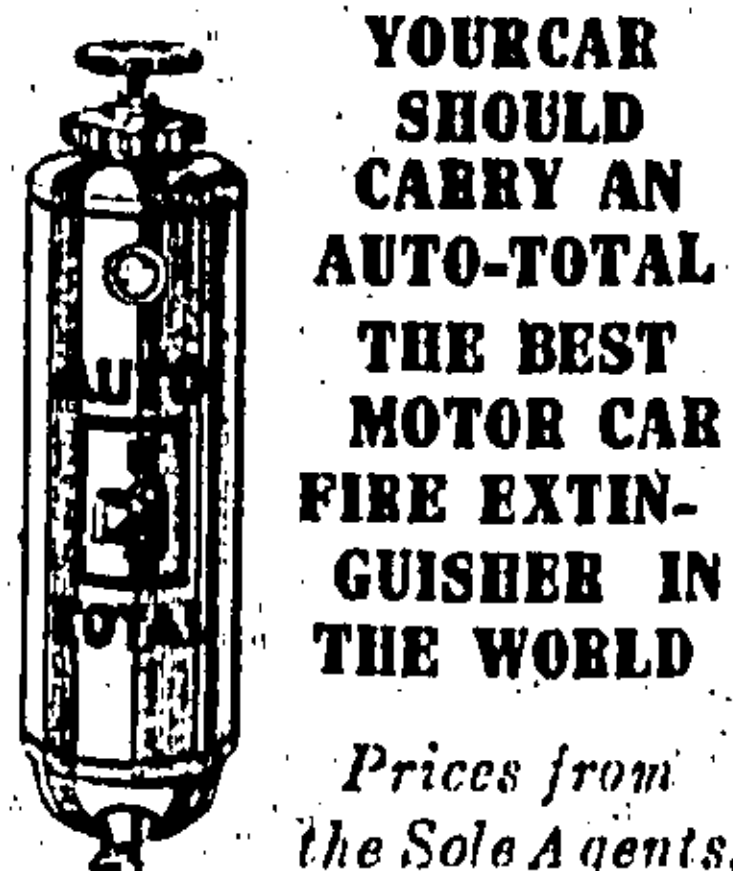
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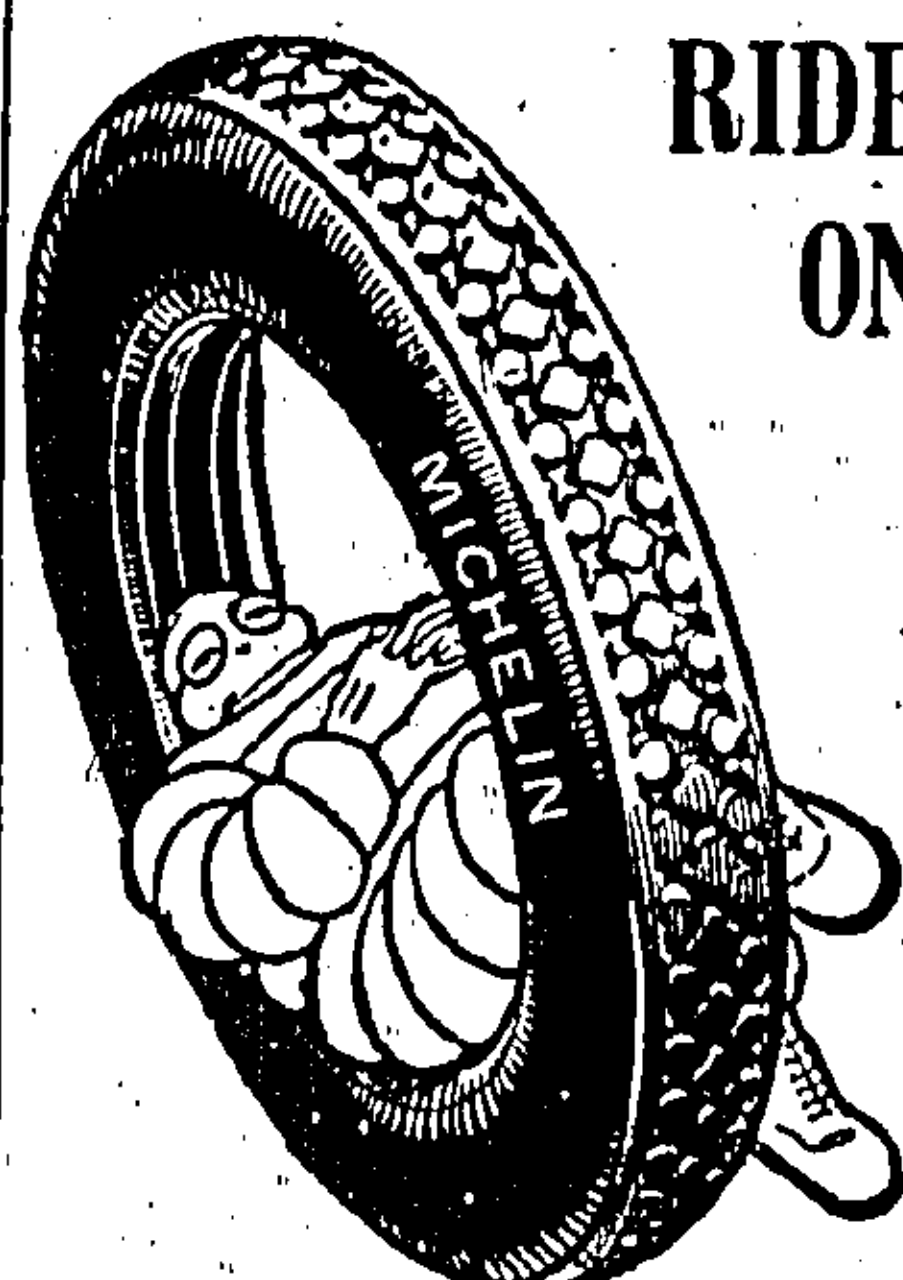
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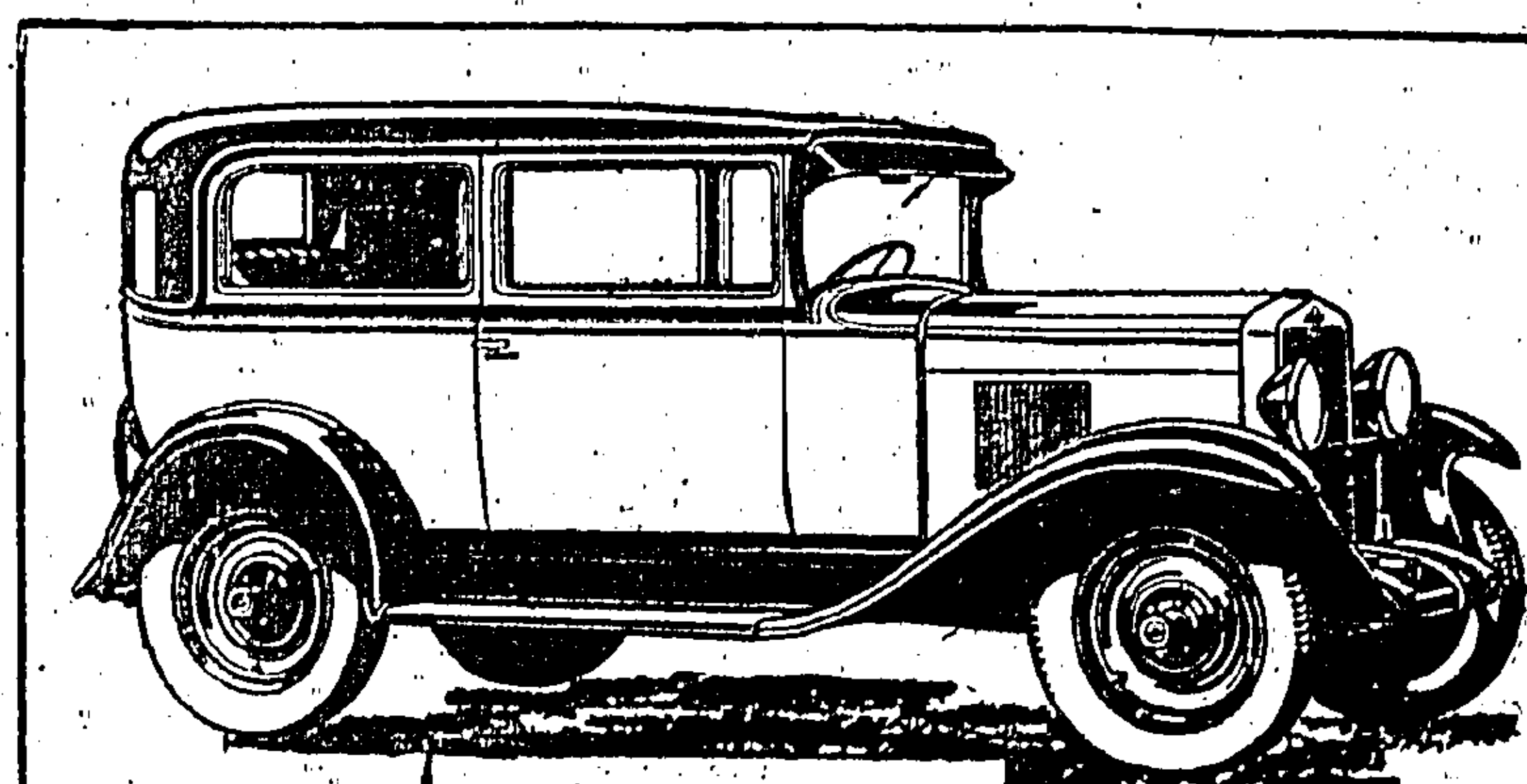
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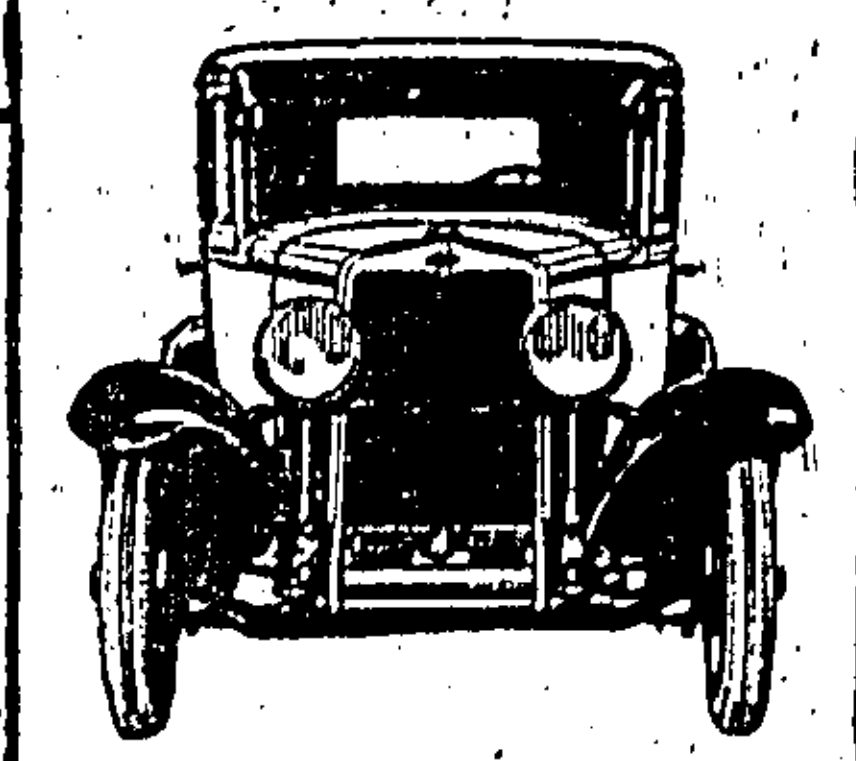
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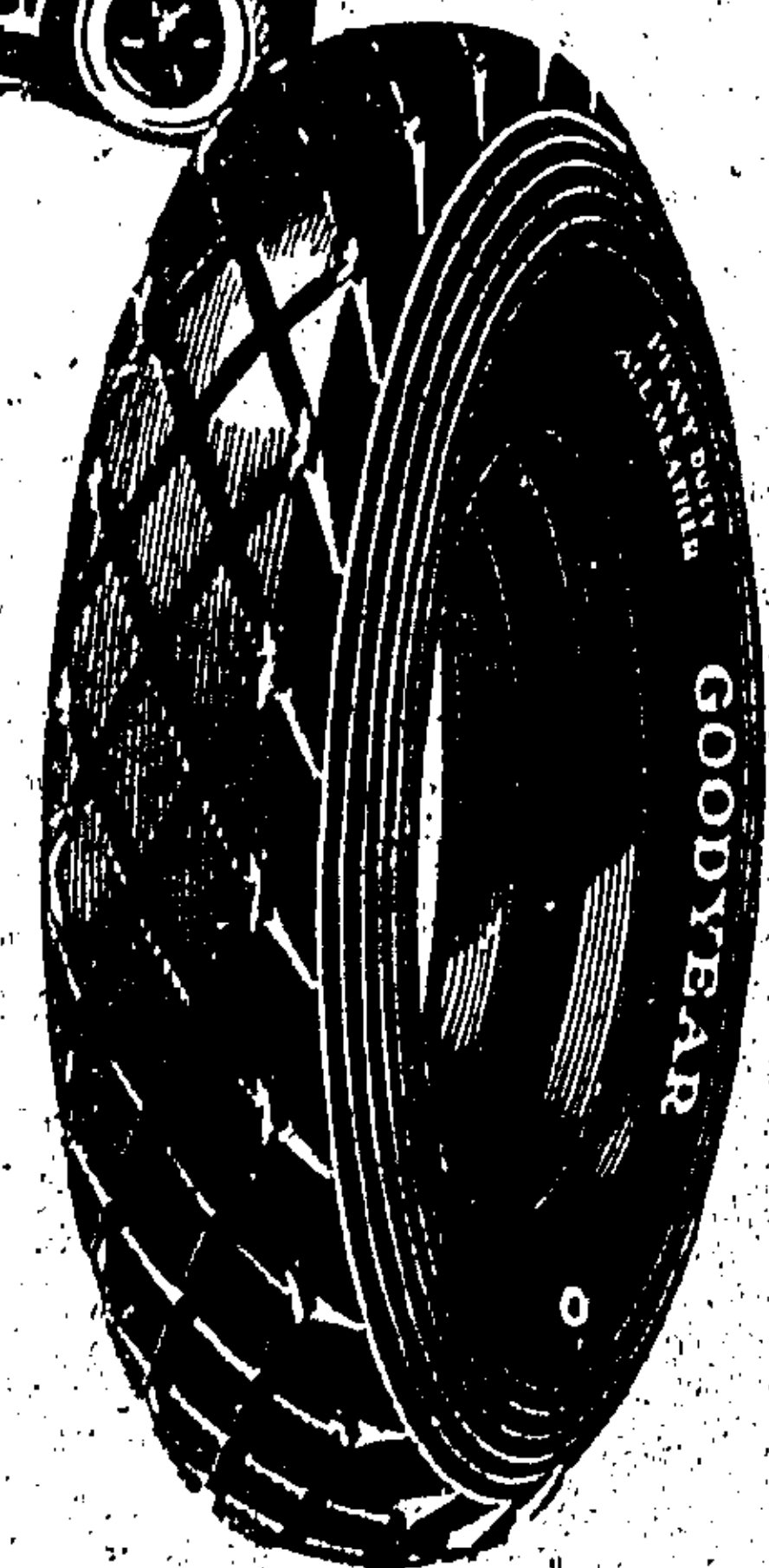
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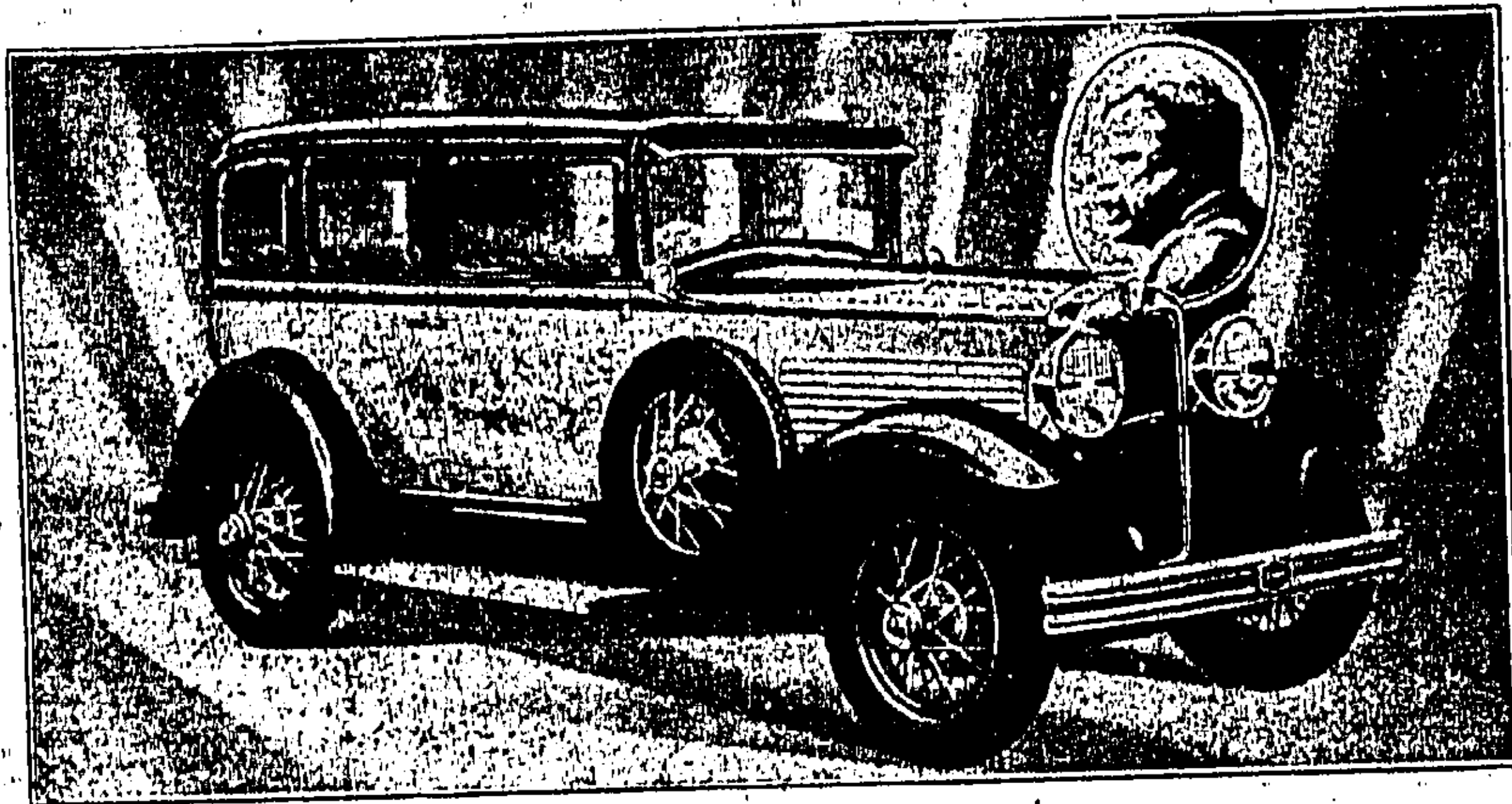
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DEAL DIRECT.

THE COMMERCIAL VEHICLE EXHIBITION.

Passenger Vehicles.

[Special Report to the Hongkong Telegraph by R.A.C.]
(PART ONE).

The Trend of Design.

A review of the passenger vehicles at the Commercial Motor Transport Exhibition in London reveals the fact that the 6-cylinder engine has almost entirely displaced the four, though there is still a demand for the latter where speed and power can be sacrificed in the interests of economy and simplicity. Manufacturers are paying considerable attention to the question of weight reduction, while quieter gearboxes are the rule and vast improvements have been made in such important matters as lubrication, steering, and brakes. Indeed, "Motor Transport" goes so far as to say that the average bus or coach is better braked than the expensive private car.

And in these days of congested roads this is very necessary. The latest traffic records taken by the Automobile Association show that the average increase in traffic flow since last year has been over 12 per cent. While British car traffic has increased more than fivefold in 6 years, the actual number of cars has not increased threefold, thus indicating that road usage increases more rapidly than the number of vehicles.

Making Vehicles Safer.

The question of safety undoubtedly looms large in the minds of all road users. Safety glass is now practically established as a necessary part of the equipment of private cars, and this development has received such public approval that there is the possibility of its being made compulsory in public service vehicles. Of this business, Triplex has secured at least 75 per cent, and there is obviously a very great field left to be exploited.

Another safety device which, following private car practice, is being widely used on coaches, is the Lucas patent headlamp dipping reflector, which can be operated either electrically or pneumatically, to throw the beams of light downwards and to the near side of the road. By such means other road users are not troubled by the lights of an oncoming vehicle, while, at the same time, adequate light is available for driving.

Acceleration and Flexibility.

Modern traffic conditions are all against vehicles that are cumbersome and slow; they call for machines with the performance of a private car, and it is, therefore, appropriate to mention at once the products of the Hillman-Humber-Commer combine, with which Rootes Ltd. are so intimately associated. The new Commer "Invader" and "Avenger" chassis are intended for 20 and 32/50 passenger bodies respectively. Both have 6-cylinder engines and the "Invader" possesses a 4-speed gearbox incorporating a "silent third" which results in exceptional acceleration. Left hand drive can be provided, when required, with a minimum of alteration; and important feature in the Overseas markets.

The Karrier "Chaser" is a 35-seater 4-wheeler which is proving very popular. With a 63/95 h.p. 6-cylinder engine all the most modern features of design have been embodied, including a special cylinder head ensuring flexibility and economy, a 10-bearing crankshaft fitted with a torsional vibration damper, high-lift camshaft with tappets of large diameter, twin exhaust manifolds and an efficient lubricating system supplying oil under pressure to large diameter connecting rod and gudgeon pin bearings.

The Hongkong and Shanghai Hotels Co., Ltd., has recently ordered a fleet of Vulcan 32 and 20 seater buses to supplement its vehicles of the same make and, as a result, now has nearly 30 Vulcans in service. The "Prince" is certainly an ideal bus for express service; the 4-cylinder engine is rated at 30 h.p. and a 4-speed gearbox is provided with servo-assisted braking on all 4 wheels. The "Duchess" is intended for 26-passenger bodies and is designed for long distance runs.

For Sunshine or Rain.

As in the case of private cars, so with coaches, there are a number of examples of Sunshine bodies to be seen. A fine example is mounted on the Halley Conqueror. This 30/85 h.p. chassis now boasts a chromium plated radiator, otherwise all the features previously incorporated are present, including Marles

steering and Dewandre servo brakes. Chassis lubrication is by the Alcy centralised system. An important point is the fitting of all brake drums on the outside of the wheel hubs permitting relining to be rapidly carried out without disturbing the wheel hub bearings.

A Sunshine roof is incorporated in the all-weather body shown on the Star "Flyer" chassis. The 6-cylinder engine has a 7-bearing crankshaft and there are six brakes in all, so that private car practice has been very closely followed, with excellent results.

The Coupe-de-Ville is a type of body not often found on commercial vehicles but it is shown to good advantage on an A.J.S. Comodore chassis, the latest model from the Wolverhampton factory, which entered the commercial vehicle market early this year. On this 6-cylinder coach which is intended for long distance road travel, the exterior fittings are chromium plated while the interior are silver oxydised. The engine developed 75 h.p. at 2,000 r.p.m. and incorporated all the most advanced ideas. The A.J.S. "Pilot" chassis is suitable for 26-seater bodies and is of very substantial construction. Chassis lubrication is simplified by the provision of three groups of points.

The Railways Place Orders.

Quite a feature of the Show is the number of vehicles bearing on their sides the names of the great railway companies which have placed very substantial orders with leading manufacturers during the last year or so. The London, Midland and Scottish Rly., for instance, employs a big fleet of Albions both for goods and passenger services.

Thus, the 24-passenger "Viking" Six, built to the order of the L.M.S., is of particular interest. The 36 h.p. engine actually develops 30 h.p. and ensures high speed and acceleration. The brakes are in keeping with the vehicle's speed and an important point is the provision of Triplex glass to all the windows of the saloon.

Of particular interest as being the first "sixes" to come from the Guildford factory, the new Dennis "Dart" and "Arrow" chassis possess a number of outstanding features. The "Dart" is intended for 20-seater bodies and its engine develops 60 h.p. It is remarkable for an exceptionally low frame, 21½ in. from the ground when laden, yet the clearance is 10½ in. The complete power unit is rubber insulated from the frame and an Autoklean oil filter is coupled to the clutch pedal so that it is cleaned every time the pedal is depressed.

New Morris-Commercials.

A centre of interest for all in the passenger carrying industry is the Morris-Commercial stand where the entirely new "Victory," and "Dictator" chassis are shown for the first time. Both possess very up-to-date 6-cylinder engines and the chassis positively bristle with unique features. The "Dictator," for instance, has a new high camshaft action, combining great accessibility, efficiency and simplicity. The power unit can be completely removed in less than half an hour without the use of a crane or special lifting tackle. It develops 110 h.p. and is designed for 28-passenger bodies.

The introduction of these passenger vehicles marks a new page in the history of this enterprising company and it must be added that they are being marketed at highly competitive prices.

Double-decker Tendencies.

In a recent article on progress in 1929 and likely future developments, "Bus & Coach" referred to the fact that there is, at the moment, a mild boom in double deckers on 4-wheeled chassis and this is fully borne out at Olympia. To keep the weight down, coach-builders are employing much more scientific forms of construction and making wider use of plywood and metal.

The 60-seater double-deck A.E.C. "Regent" exemplifies latest practice in this class of vehicles. A unique feature is the off-centring of the back axle casing, which arrangement effectively reduced the floor height as the axle protrudes into a space under a rear nearside seat. The overall height is only 12 ft. 10 in. and the stairway is completely enclosed. The entire chassis lubrication is

carried out from two batteries of nipples in a forward position on the chassis frame.

Guy vehicles have always been noted for their low loading line and the 48-seater double deck bus has its axle offset to the nearside. This firm claims to have been the pioneer of the 6-cylinder engine for passenger work and it is to be noted that in the latest models the cylinder heads have been redesigned to give greater volumetric efficiency, so that the 4½ in. bore engine now develops 105 h.p. This redesigning has also enabled more efficient cooling to be effected. The body of the double decker shown has a central row of three-passenger seats in the upper saloon with a sunk gangway at each side. This results in a low overall height and increases the safety factor by reason of the lower centre of gravity.

The Leyland "Titan" with its 6-cylinder engine is well known and is retained for 1930, but with improvements to the bodywork. On the 48-seater double deck bus, for instance, there is an emergency door in the top deck which provides a means of stepping down to a reasonable distance from the ground. The staircase is now totally enclosed.

Among the Six-wheelers.

Turning now to the largest capacity vehicles, an extremely interesting newcomer is the S.M.C. 70/142 h.p. 6-cylinder chassis which is produced throughout in the commercial vehicle department of the famous Sunbeam factory. The makers have directed their efforts towards embodying a standard of quality and performance not hitherto associated with commercial vehicles and, therefore, no refinement has been omitted in the desire to obtain the utmost reliability, ease of maintenance, road comfort and long service. There is over 23 ft. of body space.

An extremely modern production is the Thornycroft 68-seater double-decker. The engine dimensions are 4½ and 5½ and the equipment includes vacuum servo-assisted brakes, mechanical tyre pump and an air filter to the carburettor. Dipping headlamps, stop signal lamp, fog lamp and front shock absorbers are further features of this new model from the Basingstoke works. Drop windows are fitted in the lower saloon and sliding windows above.

Trolley Buses.

Trolley buses have provided the solution to the traffic problems in a number of districts, and their use is growing steadily, as the tramways decline. The Nottingham Corporation Transport Department has just ordered six of these vehicles from Runsmores, Sims and Jefferies who are showing one as a chassis.

This 6-wheel type embodies the Thornycroft patent bogie in which the double pivoted springs on each side avoid the necessity for torque rods while making possible a uniform and equal distribution of the load on the bogie wheels under all conditions of acceleration and retardation. A third differential is embodied in the rear axles, equalising the drive between all four rear wheels, each of which is able to roll freely on the road at a speed which may differ from any of the others, due to varying diameters of tyres and other causes. This tends materially to increase the life of the tyres and to bring about a reduction in power consumption under service conditions.

The chassis is designed to take a double-deck covered-top body to seat 60 passengers.

The Question of Bus Lighting.

In view of the fact that London's gigantic bus fleet has standardised its use, the lighting equipment shown by C.A. Vandervell and Co. is of particular interest. There has come a marked change in electric lighting equipment; whereas previously the 3-brush or constant current system was found to give fair satisfaction, it was fatally easy to overcharge the battery or discharge it to such an extent that it was impossible to keep the lights at constant brilliance.

The compensated voltage system introduced by C.A. Vandervell, however, cuts out the human element and that it is successful is proved by the fact that it has been adopted by most of the leading British commercial vehicle manufacturers.

(To be continued.)

PLAN FOR AUTO SHOW.

Plans are under way for the thirtieth annual auto show to be held in New York Jan. 4-11 next year. More than 240 models will be displayed at the show, and 46 makers have drawn for space. Two foreign cars will be shown this year.

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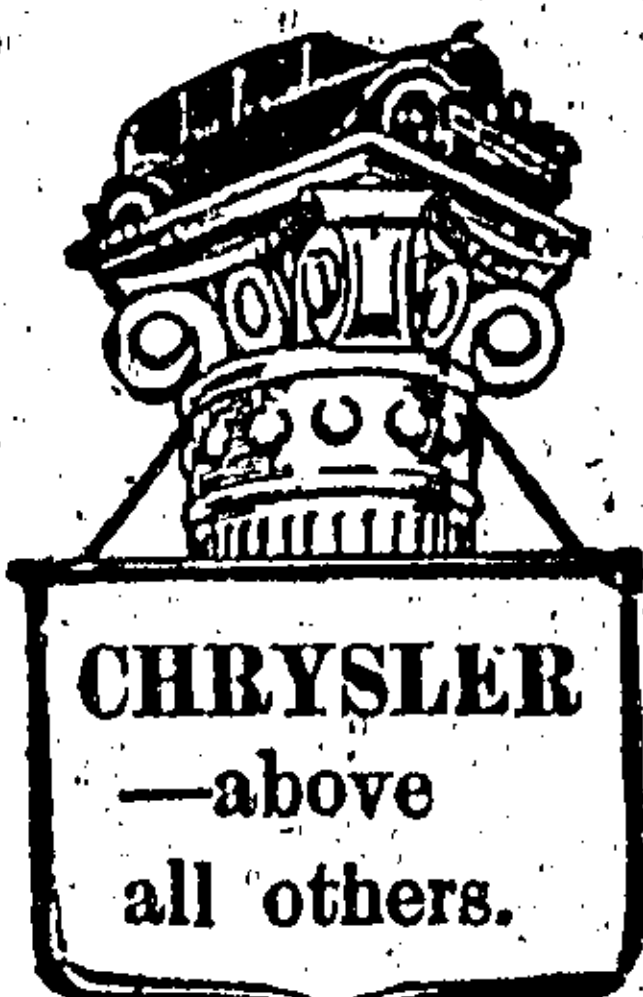
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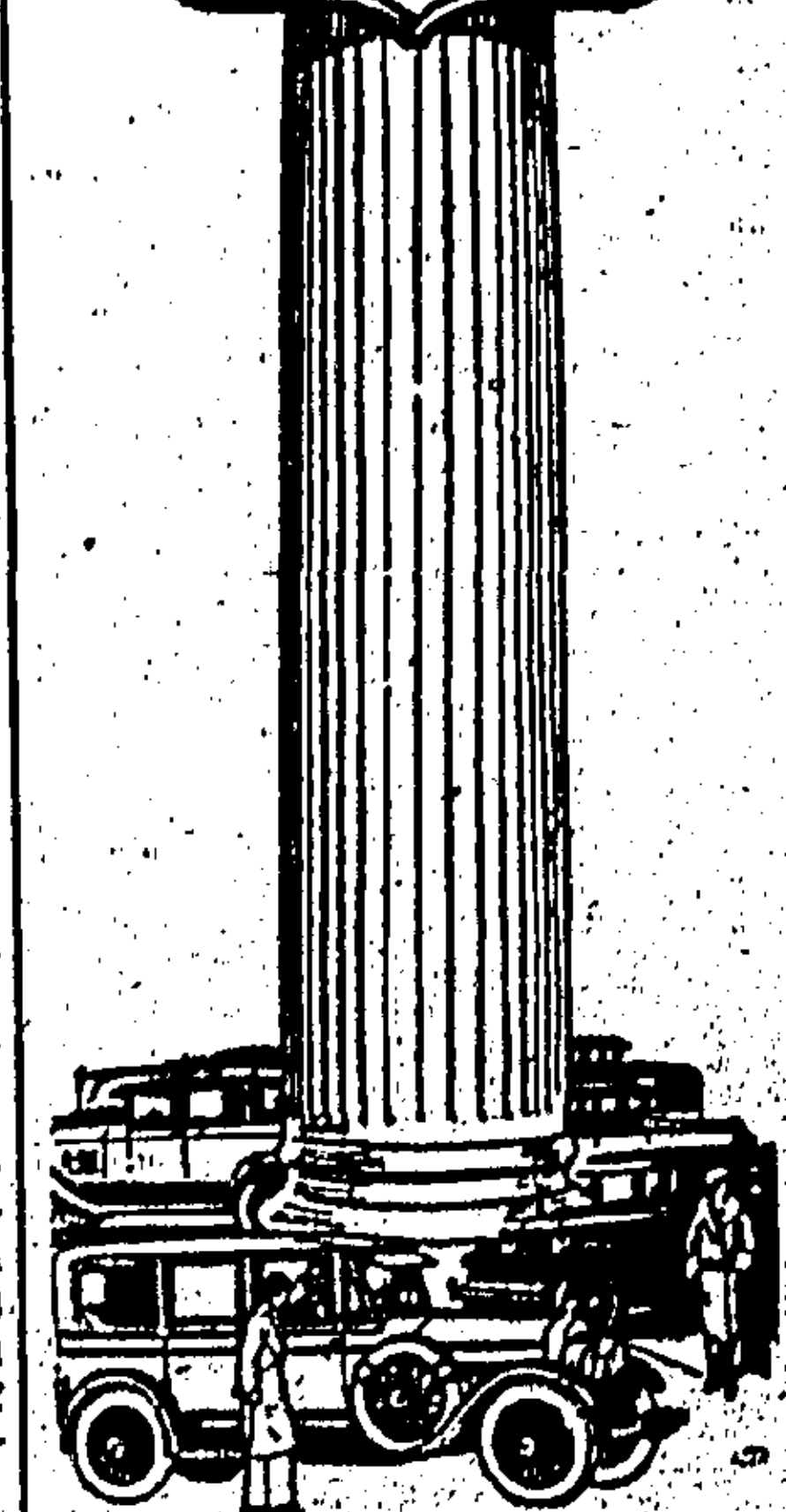
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Competition with Railway Companies.

There has been a vast change in the attitude of the airplane operator towards the comfort of the passenger. There or four years ago a rough open cockpit was considered good enough for the hardy air traveller, who had to dress the part when braving the often icy slipstream of the propeller. Now the large multi-engined cabin plane is more luxurious than a Pullman car.

For example, in May 1928 the Western Air Express accepted delivery of the three tri-motored Fokker F-10's then described as the fastest and most luxurious airplanes in America. Since that date the planes themselves have altered little, but according to the passenger agent of this company more than 200 refinements have been provided in the latest specifications.

The tilt of the chairs has been changed, so that the passenger is more comfortably seated. The upholstery has been made a little thicker. Additional ceiling lights have been installed. An ornate container is provided for ice water. A convenient smoking stand has been provided with room for matches, ashes, and cigarettes. The floor linoleum has been covered with a rug. The baggage compartment has been more compactly enclosed, and a cabin has been provided for carrying food, dishes, and cutlery. The passenger agent appears to be quite right in claiming more comfort than in a Pullman.

Comfort—Airlines v. Railways

The airlines seem to be outdoing the railways in other ways in securing the comfort of the passenger. In large machines, when once the plane is under way, the second pilot will pass out daily newspapers. Some lines go so far as to provide magazines. Writing paper and envelopes are always available, with sometimes a comfortable little table. There is always a log book at hand describing points of interest on the trip.

Some of the operators state in their pamphlets that lunch is provided. Others keep a dainty lunch,

served on beautiful trays, as a pleasant surprise for the new air traveller. On some private planes electric kitchens and electrical refrigerators have been provided. The transport companies may follow suit.

It is expected that telegraph messages may soon be transmitted via radio telephone as a regular service. Perhaps we shall have radio music and moving pictures aboard!

Ladies will be interested and perhaps disappointed to know that no special dress is required for air travel. With heated cabins, and windows open or shut at the desire of the passengers, travel is no more arduous than in a Pullman. Moreover, there is no coal dust or grime to fear.

Perhaps the most authoritative study of the principles of passenger comfort is that which appears in a report issued by the Daniel Guggenheim Fund. The subsequent considerations of passenger accommodation are based largely on the findings of this report.

European designers seem to prefer two rows of single chairs placed on either side of a central aisle. In the United States, two seats on one side of the aisle and a single seat on the other is considered a good arrangement because it avoids an unduly long cabin, and allows passenger loads to be concentrated. Two seats together may also please friends, and give courage to a timorous couple! Comfortable chairs, preferably with adjustable backs and head rests, are essential. The best remedy for airsickness is sleep; and in general, passengers on long air trips should be able to sleep. Chairs should be strong and rigidly fastened, but have no sharp edges or corners. Spaciousness in the cabin adds to comfort, mental and physical. Everyone seems agreed that none but the lightest parcels should be placed in the cabin. Heavy units of baggage should be preferably placed forward, to prevent the baggage crashing on the passenger in case of an accident.

Lieutenant Monteith, in a paper presented before the American Society of Mechanical Engineers, predicts that the large four-engined plane of the near future will have arrangements similar to those of the best trains, with sleeping compartments, smoking rooms, an observation platform, and convenience for meals.

No Parachutes for Passengers.

European operators are unanimously of the opinion that passengers should not be provided with parachutes, because they are difficult of use, and because few passengers would be able to use them in an emergency. And certainly the pilot should not have a

parachute, if the passengers have none. Many plans have been suggested of seats with parachutes attached, a parachute for the whole plane, or cetera. These suggestions are the subject of much controversy, and no such device has come near to adoption as yet. Regarding safety belts, the general practice is to omit them in cabin planes, although they might be very useful in humpy weather.

The Bureau of Standards in Washington has done some splendid work in determining the most effective noise insulating material. It has been found that the material should be of a fibrous and resilient character packed as loosely as possible between the inner and outer walls of the cabin. Our diagram on page 407 shows a typical and effective method of packing. The same material and method of packing are also effective in providing heat insulation. Unfortunately, a cabin cannot be completely insulated, because of windows, and even if these are closed they still are poor insulators.

Among the materials employed for noise insulation are sponge rubber. A fairly thick plywood with balsa wood core has promise. The use of soundproofing material is advantageous because it serves also as a heat insulator and tends to dampen unpleasant vibration.

While insulated cabins are very much quieter than uninsulated ones, the problem of noise is far from being solved. There are certain inherent factors which make for noise in the airplane. The high-speed propeller has its tips moving nearly at the speed of sound, and is bound to produce noise. Some authorities believe that gearing down the propeller is a remedy, but the gearing itself produces noise. Long exhaust pipes reduce the noise of the exhaust. Mufflers for large engines are so heavy and large as to be prohibitive.

The average man in the street associates airplanes travel with plenty of fresh air rushing in through the windows or past the open cockpit. Yet the best plan for passenger work would be to fly with all windows closed so as to prevent draughts and lessen noise,

while providing complete ventilation.

Whatever the outside conditions may be, the temperature of a cabin should not fall below 60 degrees Fahrenheit. The most common method of heating is to introduce air pre-heated by contact with exhaust pipes. This seems to work quite well, although the system used in the Curtiss Condor of steam heating is promising because it eliminates all possibility of the introduction of exhaust gas into the cabin.

Ventilation of cabins is fairly satisfactory, although it is still largely a matter of guess work. Strange as it may seem, in the average cabin the air moves from the rear of the cabin to the front. Inlets for heated air should therefore be placed in or near the floor at the rear of the cabin, with ventilators at the top.

The Terror of Aisickness.

One of the terrors which prospective air passengers seem to dread is airsickness. Some people are sure to be airsick under almost any conditions, just as some people are seasick on the calmest seas. But provided passenger cabins are large and well ventilated, airsickness is little to be feared. Stout Air Service, Inc., a reliable organization, reports that less than 2 per cent of the passengers carried in a closed cabin plane between Detroit and Grand Rapids became airsick. Another report states that on the London-Paris Service, under the worst conditions of weather, the percentage of seasick passengers may approximate 100 per cent. On European service, all the year 'round the percentage of seasick passengers is about 5 per cent. It should be less in the United States where there are stronger but steeper winds.

Bumpy weather, nervous tension, poor ventilation, and to some extent, vibration, are the causes of airsickness. An inhaler said to render passengers immune to airsickness is being tried out by the Luft-Hansa, but medicines in general do not seem to be much used.

Complete weather service will probably enable our pilots to dodge localized areas of disturbance. Ventilation will remove danger from close air. Large, stable, speedy machines will suffer less and less from gusts. Night flying may be calmer than day flying. A good place in the cabin is as near the centre of gravity as possible. Cleanliness and careful sanitary arrangements help. Experience brings immunity. A good pilot can do much to avoid bumps. On the whole, passengers need not fear airsickness so very much.

COLLECTING MANIA.

[A woman in New York on being fined for a motoring offence asked for the summons in order that she might add it to her collection.]

That's my collection. Not a bad one, eh? I've added quite a decent "piece" today.

Yes, a real City one. What makes it rare.

Is that the sitting "beak" was the Lord Mayor.

Cost me a tanner, that same "dangerous drive."

The Bobby, though, was lucky to survive.

That? Oh, at Kingston! I was smartly fined.

But that's a desperately common kind.

Now this, which has a literary touch—Stratford-on-Avon—didn't cost me much.

But still you must admit it's rather nice.

And in America would fetch its price.

Yes, practically none has been defended.

This Leeds "Car left on highway unattended

With engine running" doesn't look too bad.

And here's the only bit of luck I've had.

"Summons dismissed"—that was at Bath. You see

The poor pedestrian couldn't swear to me.

After the crash his memory was dim.

I didn't say that I remembered him!

That one's an Andover—not for driving with a licence out of date.

And here's a York one where they did me brown.

No lamps at night—my batteries ran down.

Yes, there are plenty more, for one I've got.

From every county—sometimes quite a lot.

You've an appointment? Sorry you can't stay.

I'll let you see the rest another day.

The NEW 8-PLY Silvertown Tyre

The Balloon That Gives More Miles and BETTER SERVICE

extra heavy!



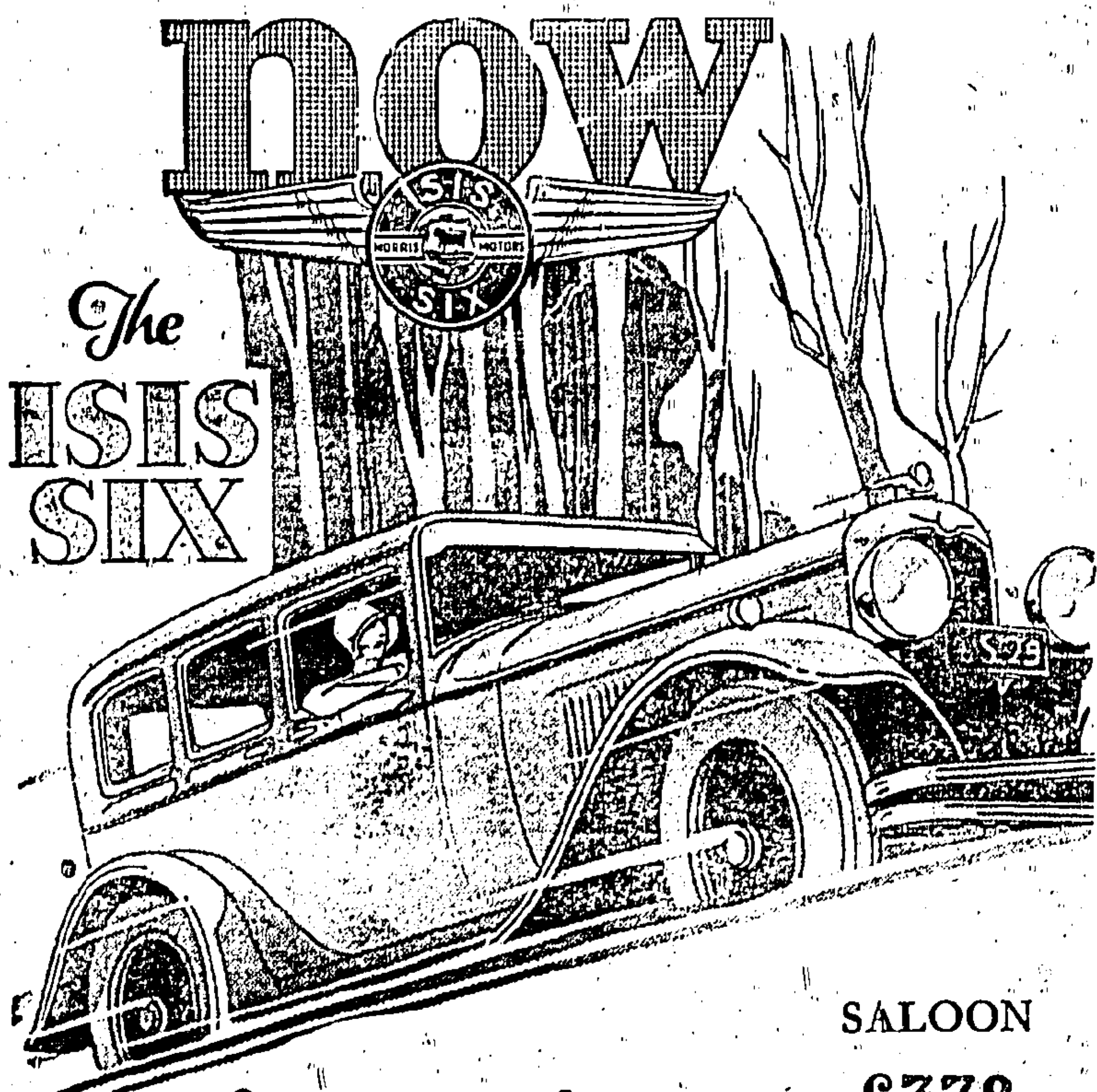
ALL SIZES IN STOCK
Next time—TRY GOODRICH!

Sole Agents for Hongkong and South China:—

THE CHINA MOTOR SUPPLY CO.

28-28A, Des Voeux Road, Central.
Telephone C. 1568.

Branch Office:—486 Yat Tak Road, Canton.



The **ISIS SIX**

**SALOON
£378**

**swift....smooth~
flowing...silent...
like the river that inspired its name**

WATCH the speedometer—6 to over 60 on top. See how she holds the road at high speeds—the suspension is so perfect, the body hung so low, yet with ample clearance. Body and chassis are united in a one-piece creakless unit. Feel the steadiness of the steering—no kick or wobble. Here's a six-cylinder engine (18 R.A.C. h.p.) with pent-roof anti-knock head, overhead valves—an engine built for long

life and speed, yet which does over 30 to the gallon.

Here you have the famous Lockheed hydraulic brakes acting evenly on all four wheels. And here British coachwork modelled on the most graceful lines and finished in the beautiful colours now obtainable in cellulose lacquer. Here is something really new—at a price hitherto thought impossible.

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central

Tel. Central 4759.

PRODUCT OF MORRIS MOTORS (1926) LTD.

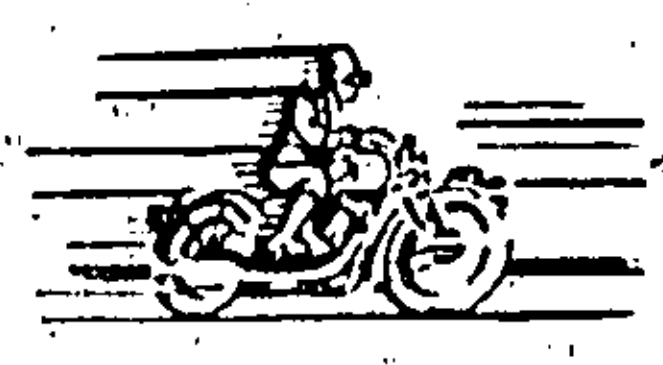
CHAIRMAN: SIR WILLIAM R. MORRIS, Bt.

THE SIX FEATURES OF B. S. A.

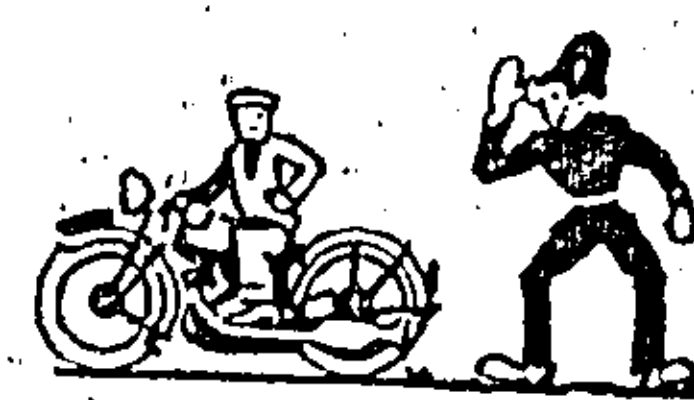
POWER



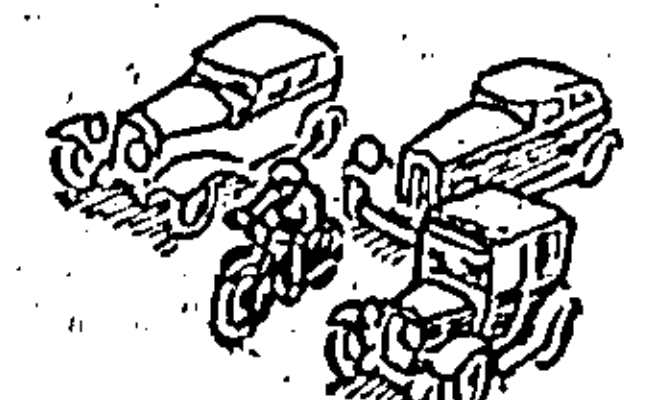
SPEED



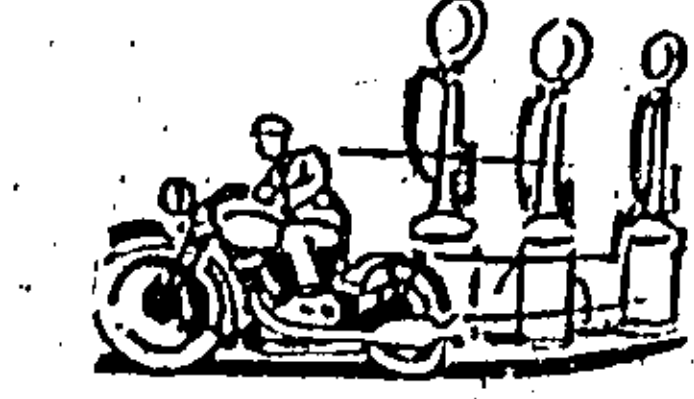
SILENCE



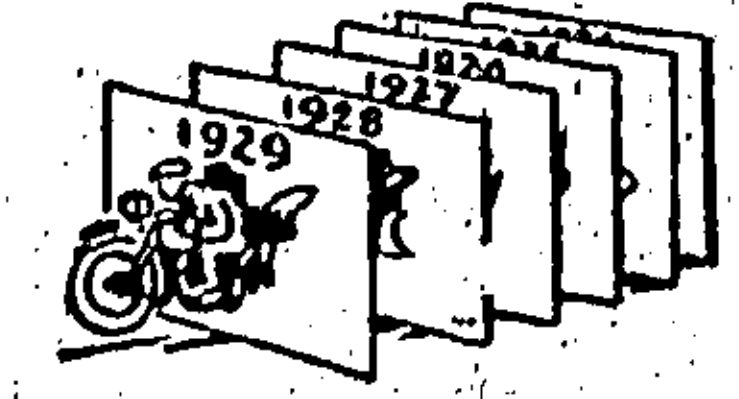
SAFETY



ECONOMY



RELIABILITY



THESE SIX FEATURES MAKE B. S. A.
THE GREATEST VALUE IN MOTOR CYCLES.
Enjoy Your Holidays on a B. S. A.
THE SINCERE Co., Ltd.
SOLE AGENTS.

NEW MORRIS-OXFORD "SIXES."

Win Praise in England.

Already something of a furor has been created in the motoring world by the appearance and the specification of one of the newest cars produced by the Morris organizations, the 15 h.p. six-cylinder Morris-Oxford says "The Autocar" of August 30. Because of the clamour for deliveries there was no well run-in car to be had for trial, and it became necessary to take a sample car from the "line." In a sense this is a drawback, inasmuch as the performance will obviously not be so good as that of a car with a couple of thousand miles to its credit. Further, when considering the performance it is well to observe the price of the car, for this renders it particularly remarkable.

Top-Gear Performance.

First and foremost, the car is a top-gear performer. Anything from crawling behind a lumbering cart in traffic up to a good 60 m.p.h. on the level open road is possible with gear changing. The carburetion is excellent, and the accelerator pedal can be pressed flat down and clean acceleration results. No "fancy" driving is called for. Not that there is any difficulty about the gear change, as with all Morris machines, the new car is light and easy to handle in this respect, as in others. The clutch pedal has the movement of the clutch itself spread over its range of travel, meaning that the engagement is gradual, and there is no tendency for the car to move off from rest with a jump, a little peculiarity in some cars which has disconcerted many a novice. Then the gear lever is long and requires only a finger force to shift from one gear to another, and there is a fair amount of latitude in timing the changes. So long as the driver really does

know in his mind exactly what he intends to do with his feet, this gear change should be easy enough for anyone to master.

Everybody who drives knows that the speed of traffic is steadily increasing, what with better roads and better cars. This new Morris is going to increase the average speed without his being aware of it. Cruising at 40 m.p.h. is so peaceable. On a reasonably good, free road the speedometer needle settles almost automatically at 50 m.p.h. The car holds the road so steadily, takes so little notice of bad surfaces, negotiates curves as if running on rails, and engenders so marked a feeling of security by reason of its potent brakes, that high speed is no strain.

Flexible Engine.

The engine is remarkably good, it is smooth as a good six should be, quiet, flexible and entirely pleasant. As an instance it may be said that it will move the car away from a standstill on top gear. This is not a trick which any driver is advised to perform regularly, but it gives an indication of the flexibility of the engine and the capacity of the clutch.

One of the important features is the lightness of the controls. The clutch pedal does not require heavy pressure, the accelerator is roller-ended, and the brake pedal is as a brake pedal, extraordinary light in action. This is due to the use of the hydraulic system of application which cuts out the possibility of any spring or binding in the brake operating mechanism, and ensures that practically the whole of the pressure applied by the foot goes to expanding the brake shoes.

The result is to produce a four wheel brake set that requires about the same pressure as the clutch

pedal in order to effect a quick stop. It may be noted with reference to the figure given as the pulling up distance for the brakes that the adjustment of the set had not been tuned up, and that in consequence one rear wheel was inclined to lock, which naturally tended to detract very materially from the effectiveness of the system.

With the idea of facilitating entry into the body the brake lever on the right of the driver lies practically flat on the floorboards when off; to bring it into operation it is pulled upwards. A lever thus arranged is both handy and comfortable to use, and, incidentally, the adjustment is provided by a synton which can be reached immediately.

Balance in Steering.

In the steering there is a very good balance, that is to say, the steering is light, but it is not abnormally low geared. It stands out as another of the good points. There is at the centre of the steering wheel a circular moulded box carrying various neatly arranged controls; this device is unquestionably a refinement in the right direction. The box provides on the left a control for ignition, on the right a throttle, whilst a third lever attends to all electrical matters. It regulates the charging rate of the dynamo, for which there are two positions, switches for the side and tail lamps and the head lamps, and also operates the dip and switch non-dazzling device in the head lamps.

Mention of this centralized control brings to mind one or two special items. The first is that the engine is very sensitive to its ignition advance if the car is proceeding at 35 m.p.h. with ignition retarded an advance of the lever without altering the accelerator position causes an increase in speed of nearly 10 m.p.h. For pulling hard, dead slow, in top gear it is necessary to retard the ignition very considerably.

Another point concerns the head lamp control. The centre of the steering wheel is unquestionably the right place for the switch, and also it may be remarked that the head lamps themselves are the Lucas Biflex type, which give a particularly good long-distance beam. The head lamps themselves are mounted on a very strong cross-tube, which helps to support the wings, and they are adjustable. These are matters which effect the convenience of the owner who uses the car at night.

Tests on various hills showed that the car's powers of climbing are in keeping with the flexibility on top gear on the level. A gradient of 1 in 10 approached at 35 m.p.h. smoothly and quietly. Long hills of the order of 1 in 6 were found to be an easy climb on second gear, finishing at 20 to 25 m.p.h.

There are many special mechanical features which should lengthen the car's life. In conclusion, the running of the car in every way justifies the interesting mechanical specification, and is quite in keeping with the smart outward appearance.

U.S. CAR EXPORT.

Huge Trade.

The increasing importance of the automobile in the export business of the United States is revealed in figures just released by the National Automobile Chamber of Commerce, according to A. L. Frank, sales manager of the Studebaker Pierce-Arrow Export Corporation. Automobiles not only led in the export of all manufactured products in 1928; but showed an increase of 31.2 per cent. over the total exported in 1927, Mr. Frank pointed out.

"The value of automotive products exported by the United States last year was \$500,174,431. This huge amount placed automotive products well at the head of the export list. Following, in teams of value, were refined petroleum products, machinery, packing house products, iron and steel mill products, refined copper products, cotton mills products, lumber mill products, wheat flour and rubber products.

"Export of passenger cars from the United States to Europe, North America, South America, Asia, Oceania and Africa were 375,423 in 1928 as against 285,088 the year before. The foregoing figures do not include the number of passenger cars shipped as parts for assembly. Totals of these were 43,472 in 1928 against 45,948 in 1927—a slight decrease.

A FUTURE PROBLEM.

Within 11 years, the already heavy automobile traffic of California will be doubled, according to the Automobile Club of Southern California. This statement is based on the fact that the volume of traffic on state roads has increased at the rate of nine per cent. for the past five years.

CHEVROLET RE-CORD.

Over Million Cars Since January.

WIDE POPULARITY.

More than 1,200,000 Chevrolets have been placed in the hands of users since the first of the year, according to a report just received by General Motors.

This is three times better than the showing of any other manufacturer of six-cylinder cars in a calendar year and tops Chevrolet's record total for the entire year of 1928.

It is now certain that six-cylinder productions will set a world record this year, surpassing for the first time in the history of the industry the output of four-cylinder cars.

Chevrolet factory officials declare that the dominating reason for the leadership of the six is the public preference for the advantages which this type of construction affords. They point out too that the influence of great volume production has enabled the industry to get six-cylinder prices down to the lowest on record and has made it possible for Chevrolet through maximum volume to offer six-cylinder performance at a price that formerly bought only a four.

GOOD IDEA.

A suggestion recently delivered to the English automobile association was that all motorists be compelled to carry first-aid outfits. The idea is being seriously considered.

MODERN MECHANICAL TRANSPORT.



The above picture shows one of the famous Thornycroft six-wheeler vehicles which apart from general use, are now regularly employed in some of the most remote parts of the world. They have proved of remarkable utility in countries where roads are as yet practically non-existent.

TRUCKS TAXED HIGH.

While the average tax on passenger automobiles in the United States is \$22 a year, the average tax on trucks is more than \$50, reports the National Automobile Chamber of Commerce.

BARS EXHAUST HEAT.

New York has issued an order that all motor buses of the state shall be heated by other methods than hot gases from the motor. This is to rid buses of gasoline fumes.

RAIL TOLL HIGH.

Since there are few automobiles to take a heavy toll of human life in Japan, railways are the main cause of accidents. More than 200,000 accidents happen on railways there every year.

for Economical Transportation



HONGKONG DELIVERED PRICES.

INTERNATIONAL SERIES "A C" PASSENGER.

R.A.C. Horse-Power Rating 26.51.
Brake Horse-Power 18 at 1,500 Revolutions.
Piston Displacement 191 Cubic Inch. Wheel-Base 101 Inches.
Speed 60 M.P.H.

Model	Net Weight	P. O. B. Factory Price	Extras	Packing Shipping Delivery	Hongkong Price
Roadster	2-pass. 2,175 lbs.	G\$525	G\$48	G\$197	G\$8770
Tourer	5-pass. 2,240 lbs.	525	48	102	775
Coach (2 door)	5-pass. 2,500 lbs.	595	39	256	890
Coupe	2-pass. 2,400 lbs.	595	39	256	890
Sports Coupe	4-pass. 2,470 lbs.	645	39	256	940
Sedan	5-pass. 2,585 lbs.	675	39	261	975
Imperial Sedan	5-pass. 2,555 lbs.	695	39	261	995

Hongkong price includes spare rim Right Hand Drive (4.80) Spare Tyre & Tube, (12.20) Bumpers, (9.50) Export Refinements on Roadster and Tourer (13.50)

INTERNATIONAL SERIES "A C" COMMERCIAL.

R.A.C. Horse-Power Rating 26.33.
Brake Horse-Power 18 at 2,500 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 102 Inches.
Speed 59 M.P.H.

Half-Ton Chassis (20 x 4.50 Tires)	1,740 lbs.	G\$400	G\$34	G\$111	G\$545
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Hongkong Price includes Right Hand Drive (4.80) Spare Tyre and Tube, (12.20) Front Bumper (4.75) Bulb Horn (8.00) Refinements (4.25).

INTERNATIONAL SERIES "L Q" UTILITY.

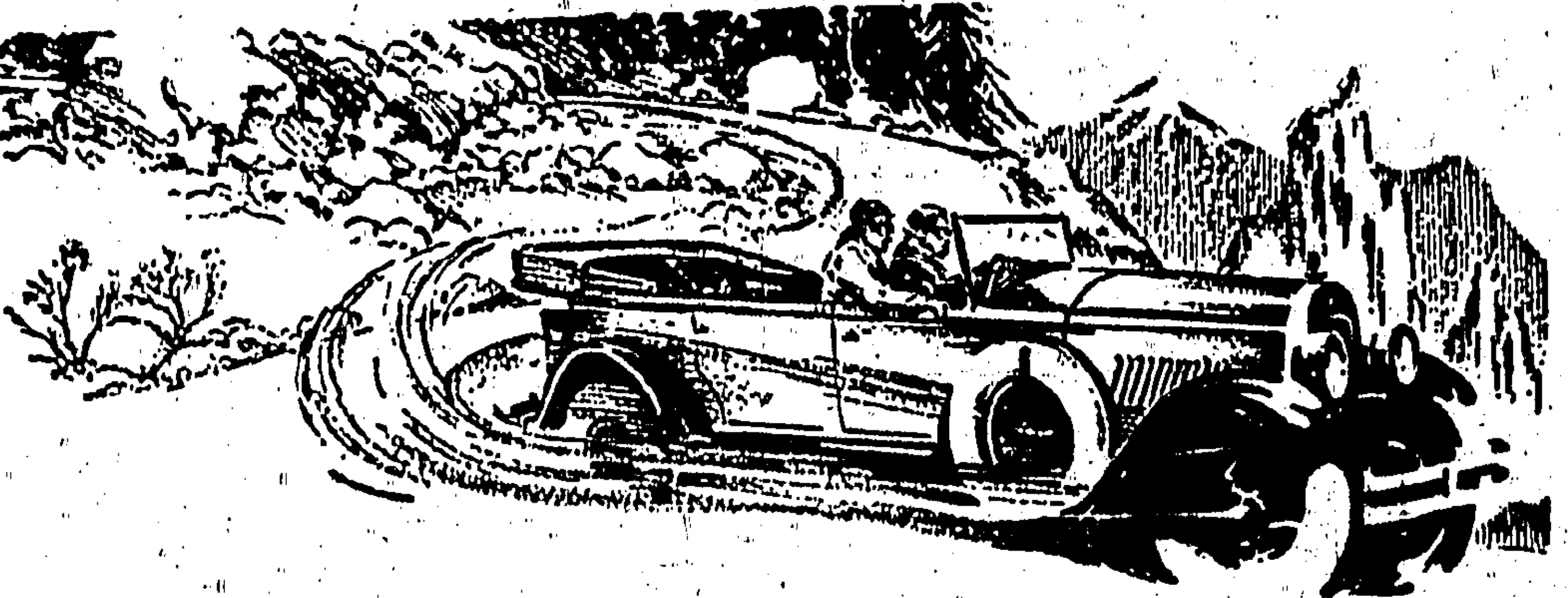
R.A.C. Horse-Power Rating 26.55.
Brake Horse-Power 18 at 2,600 Revolutions.
Piston Displacement 194 Cubic Inch. Wheel-Base 131 Inches.
Speed 36 M.P.H.

1 1/2 Ton Chassis (30 x 5 Tires)	2,435 lbs.	G\$545	G\$40	G\$130	G\$715
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Hongkong Price includes Right Hand Drive (4.80) Spare Tyre and Tube (27.20) Bulb Horn (8.00)

All Prices and Specifications subject to change without notice.

THE HONGKONG HOTEL GARAGE
25 Queen's Road Central Tel. Central 4759.

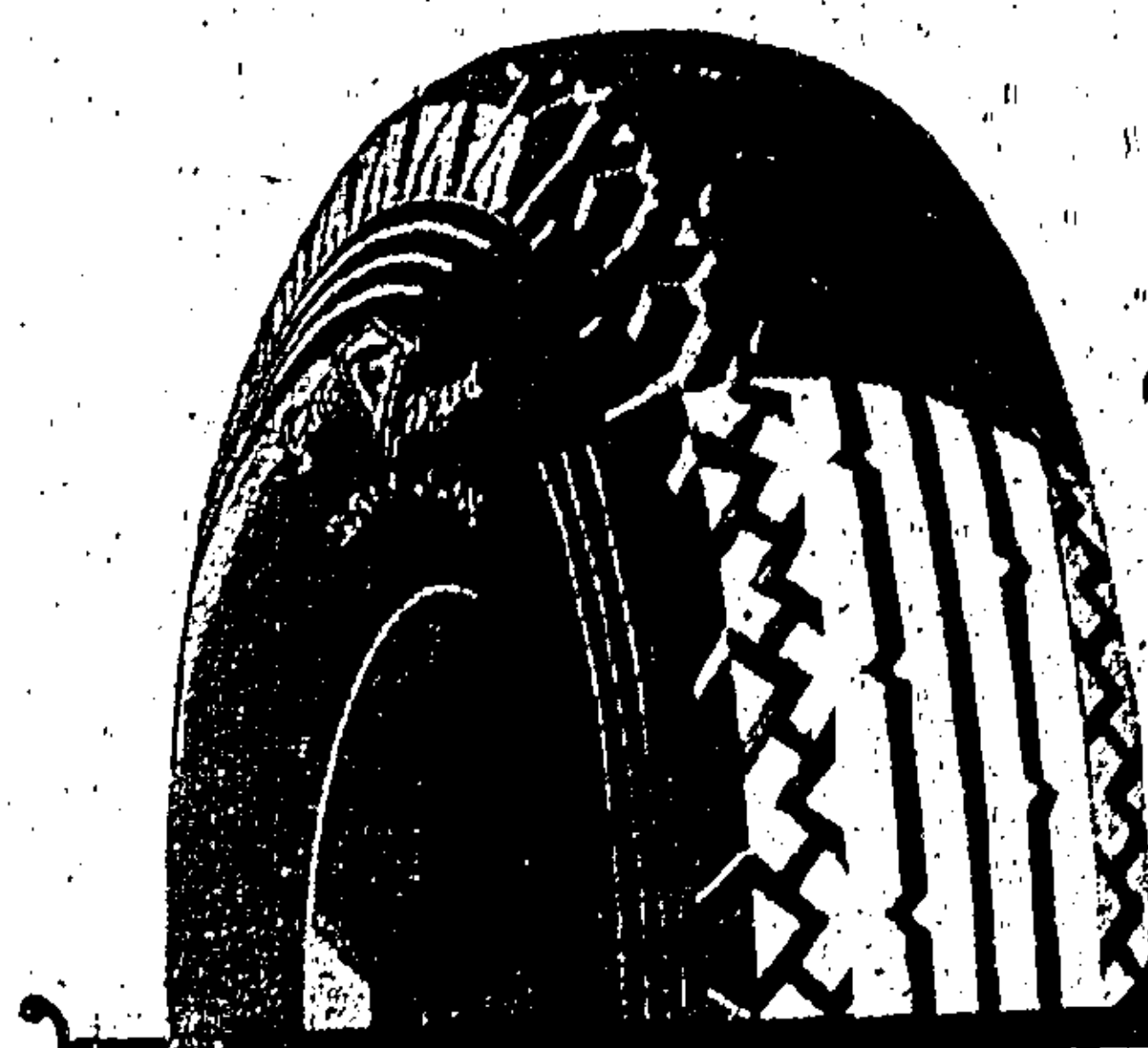


Endurance

beyond anything
you have known--

POUNDING over the every field of tire endeavor.

—at fifty, sixty, seventy miles an hour. Subjected On the race track, to intense strains as four trans-continental runs, wheels are applied, and endurance tests, truck piling up records that no and bus operations and other tires in the world —the best record of all— can approach—Firestone Firestone's economic re-Gum-Dipped Tires hold cord of "Most Miles per unsurpassed records in Dollar."



Firestone
GUM-DIPPED TIRES

THE DRAGON MOTOR CAR CO., LTD.

Telephone C. 1246 or 1247.

WONG NEI CHUNG ROAD, HAPPY VALLEY.

FRENCH ATTITUDE
ON NAVY.DETERMINED FRONT AT THE
LONDON CONFERENCE.

COLONIAL SECURITY.

Paris, Dec. 20.

French naval policy was clearly defined by M. Leygues, the Minister of Marine, speaking on the Naval Estimates in the Chamber to-day.

He declared that the London Naval Conference was only a preparatory discussion, its object being to aid the Disarmament Conference at Geneva.

Secondly, he declared, France would not agree to any arbitrary standard of measurement, but the French delegates to the Conference would reserve full freedom of action for France and set forth her needs based upon security.

All the members of the Government were entirely agreed on the policy to be followed and the French delegation would present a united front.

M. Leygues said that disarmament depended upon security. France had a right to assure its security as long as the League of Nations did not assume the responsibility with adequate forces.

The French delegation would go to London determined to collaborate in every way towards the reduction of expenditure on armaments, and in conclusion.

France would state her needs in the ratio of her Colonial Empire not arithmetically but politically. She would show that in view of her world position she could not be relegated to the background.

Japan's Cardinal Points.

New York, Dec. 20.

Mr. Wakatsuki, interviewed by Reuter, said if the proposal for a holiday in capital ships came before the conference, the Japanese delegation would be prepared to consider a similar agreement on aeroplane carriers.

According to the newspapers, the Japanese estimate of a holiday in capital ships will save them \$65,000,000. Mr. Wakatsuki did not reveal whether he discussed the matter with Mr. Stimson, but it is understood the Japanese viewpoint has been made known officially to the United States. The question will be raised at the London conference in connection with consideration of the battleship replacement programme.

It should be noted that the Washington Post, which is the largest morning paper in Washington, is somewhat jingoistic. It is owned by Mr. E. B. McLean, who inherited a vast fortune from his father, the founder of the paper. Mr. McLean is in news as a person *gratia* at White House, as his leading articles on various occasions have caused the administration much political embarrassment.

Later.

Mr. Wakatsuki in an interview reiterated Japan's cardinal points. Firstly, insistence on seventy per cent of the greatest naval strength allotted to other nations; secondly, a holiday in the construction of battleships until 1936; thirdly, freedom to build any number of necessary submarines. He added that the amount of Japanese submarine tonnage had nothing to do with the programmes of France, Italy and other Powers.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague, Alexandria 2 (1); Bagdad 1 (1); Phom Penh 1 (1); Cholera, Calcutta 36 (3); Taticorin 9 (6); Phom Penh 2; Small-pox, Berbera 5 (3); Bagdad 10 (6); Bombay 13 (4); Calcutta 34 (22); Cochlin 66 (6); Karachi 1; Madras 10 (2); Moulmein 3 (2); Batavia 2 (2); Canton 3.

His Excellency the Governor has nominated the following as Members of the Court of the University of Hongkong for a further period of three years:—Chau Yue-ting, A.H. Crook, K.E. Greig, Li Yau-tsun, Li Yik-mui, Lo Chung-lue, J.H. Seth, Wong Kam-fuk and Wong Kwong-ling; and as Representing Grant in aid Schools, the Bishop of Victoria, Bishop Valtorta, and Mr. W. L. Pattenden.

At the conclusion of the final performance of "The Geisha" on Monday night, an auction sale will be held of the costumes worn in the production. "Takemina" will wield the hammer while "Wun-ki" will act as his clerk.

CLOUDY WEATHER.

The weather forecast till noon to-morrow is:—North winds, fresh; cloudy.

THE CHINA LIGHT
MEETING.

(Continued from Page 1.)

Expert's Report.

In view of the great development of our business last year, your Directors decided that the time had come to obtain the services of a first-class consultant to report on the position of the Company generally and advise us more particularly as to the steps to be taken to ensure our developing on the most modern scientific lines. For this purpose we engaged Mr. A. H. Preece, of the well-known firm of electrical engineers, Messrs. Preece, Cardew & Rider, of London, to come out from Home and investigate our position from a technical standpoint. This he has done, and your Directors are pleased to tell you that his preliminary report is a most satisfactory one to us and especially as regards the steps to be taken in respect of the development of our undertaking.

No Amalgamation.

Before concluding, I have to mention that in March last we received an offer from the Hongkong Electric Co. for amalgamation on the basis of an exchange of shares in the proportion of one share in the Hongkong Electric Co. for every six of the 720,000 shares which at that time comprised the issued capital of this Company. This proposal was given very serious consideration by your Directors, and after some negotiation the Hongkong Electric Co., on 23rd May, wrote to us stating that unless we were willing to accept one of their shares for every five of the 800,000 shares in the China Light & Power Co., the Directors of the Hongkong Electric Co. were unable to recommend amalgamation to their shareholders.

The advantages of amalgamation were not lost sight of, but having regard to the future prospects of this Company, the terms offered by the Hongkong Electric Co. were found unacceptable by your Directors.

The pioneering efforts of this Company, attended as they were with discouraging results over a long period of years, have now begun to be rewarded, as the accounts before you clearly show. Further large capital expenditure will, however, have to be faced in order to cope with the increasing demand for electrical energy on the mainland, but in view of all the circumstances, we anticipate that the expenditure will be fully justified.

Tribute To Staff.

I think I have now covered all the ground, but before moving the adoption of the report and accounts, would like to mention that the proposed appropriation of about \$22,080 in the form of a bonus of one month's salary to the staff is one which your Directors trust will commend itself to the unqualified approval of the shareholders. The satisfactory results of the year's working have been produced by the united efforts of the personnel of all departments of the Company's business.

I now beg to propose the following resolution, and after it has been seconded shall be pleased to answer questions from shareholders:—"That the report and accounts as presented to this meeting be adopted, and passed, that a final dividend of 9% on the paid up capital of the Company be and is hereby declared in respect of the financial year ended 30th September 1929, that a bonus be paid to the Company's staff equivalent to one month's salary amounting to about \$23,080, and that the undivided profits of the Company amounting to \$433,041.81, less the above appropriations, be carried forward to Profit & Loss Account for the financial year, 1929/1930."

Mr. G. A. da Roza seconded.

An Amendment.

Mr. B. W. Bradbury, in proposing an amendment said:—Gentlemen, We have all listened with the greatest pleasure to the Chairman's speech on the working of the Company for the past financial year. It is a review on which we may all heartily congratulate ourselves, and it holds out hopes for the future regarding which we have every reason to be satisfied. After many years of patient waiting, we may now fairly hope that the Company is, at last beginning to reap the benefits of its enterprise. That the Company has been through very difficult and anxious times, we must all agree. That the difficulties and anxieties, inseparable from a pioneer venture, have at least been successfully met and overcome, we can entertain no reasonable doubt.

For this success we are no less indebted to our Board of Directors than to the members of the Company's Staff. As a shareholder of long standing and holding a not inconsiderable interest in the Company, I think I can safely say that the shareholders heartily endorse the recommendation for the payment of a bonus equivalent to one month's salary to the entire staff. They have justly earned

FANLING HUNT.

WHAT TO BACK AT THE
RACES TO-MORROW.

[By "Ringtail,"]

Excellent sport is promised for to-morrow's steeplechase meeting of the Fanling Hunt and Race Club.

Some good ponies are engaged and fields should be on the large size in most of the events.

The course is in excellent trim, having been sprayed daily, the Clerk of the Course, Mr. Hazeland, having made some very wonderful improvements lately.

The railway authorities have made arrangements for a big crowd, and visitors may enjoy a fine trip into the country and enjoy the day's racing for the small outlay of \$2, which covers everything.

Plenty of time is allowed between the last race and the departure of the train from Fanling.

My selections are:

1st Race.

- 1 Erin's Isle
- 2 Lightning
- 3 Social Mark

2nd Race.

- 1 Fanling Stag
- 2 Fire Call
- 3 James Pigg

3rd Race.

- 1 Ace Of Spades
- 2 Montana
- 3 Safety Last

4th Race.

- 1 Target
- 2 As You Like It
- 3 Fernleaf

5th Race.

- 1 Christmas Frolic
- 2 Lightning
- 3 Diana

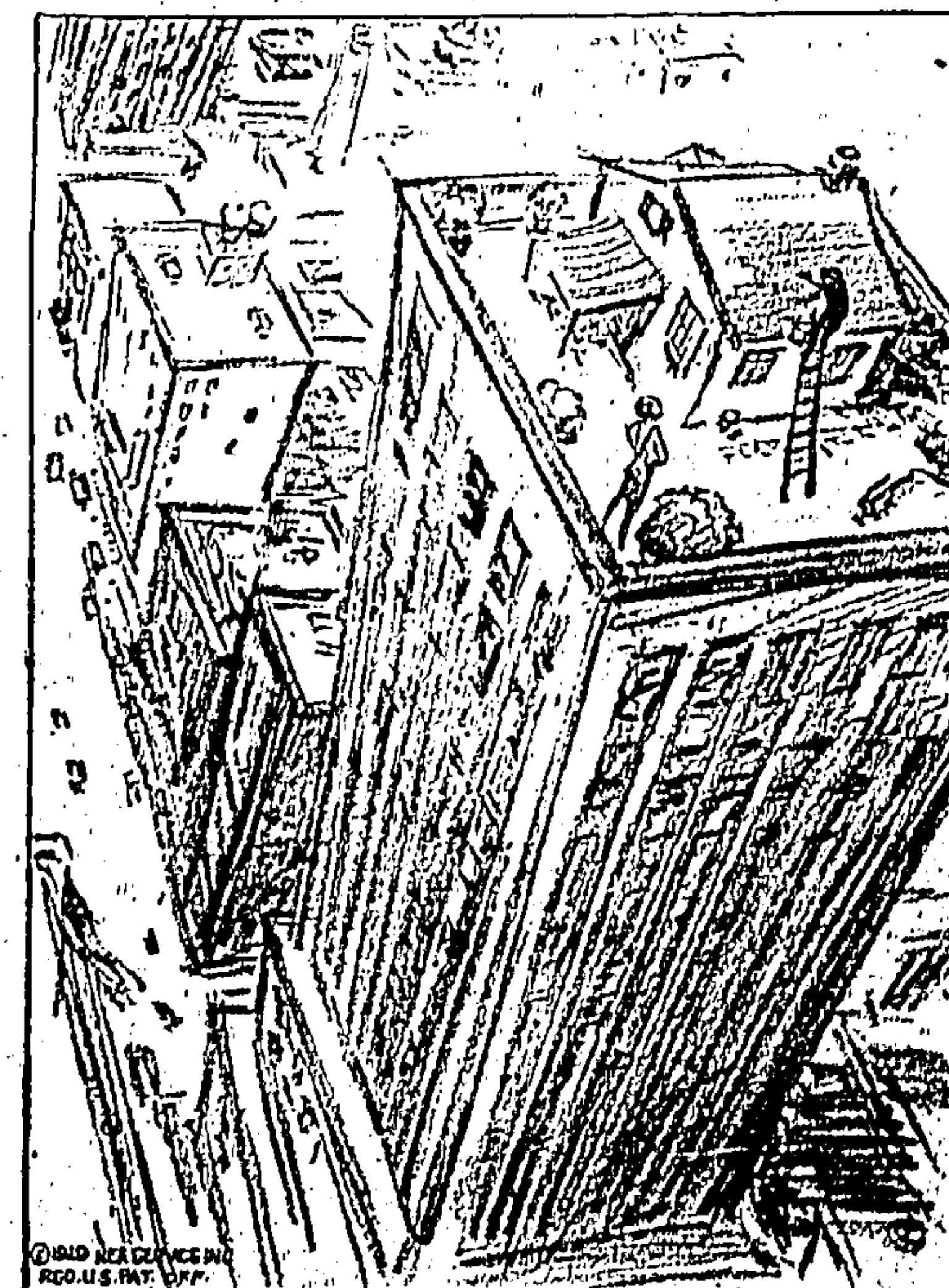
this recognition of their good services in the splendid results presented to the shareholders today.

Whilst recognising the excellent work of our staff, I must not withhold shareholders' full meed of praise to the gentlemen of the Board who, I feel sure, must have given of their best in time, thought and anxious care, in the best interests of the shareholders, in order to achieve the very excellent results which they were capable of placing before us.

Honourarium for Directors.

Most of us are aware that the Board had been faced with unusual and complex problems during the past year. The solution of those problems called for the exercise of tact, good judgment and foresight. That they were resolutely faced and, happily, as successfully overcome in a manner entirely satisfactory to the shareholders, the report and statement of accounts before us and the Chairman's speech, which we have just heard, bear eloquent testimony. It is with very great pleasure, therefore, that I propose an amendment to the Chairman's resolution, viz., that, in addition to adopting the report and accounts as presented, a further appropriation of \$10,000—the equivalent of one year's fees—be made as an honourarium to the existing Directors, as evidence of our appreciation of their painstaking labour on our behalf, to be divided as may be agreed amongst themselves. I shall be glad if someone will kindly second my proposal.

Mr. M. O'Brien seconded. The report and accounts were then adopted, as amended by Mr. Bradbury's motion.



"When I paint a house, Ma'am, I always ask myself what colour would look best from the street."

SCENE OUTSIDE
EMBASSY.SEQUEL TO COMMUNIST
DEMONSTRATION.

Hubert Huggins Lovell, aged 42, described as a secretary, of Granham, Upminster, Essex, again appeared at Westminster recently on a charge of using insulting words arising out of the recent Communist demonstration in front of the United States Embassy in Grosvenor-gardens.

It was alleged that when the police tried to prevent the procession approaching the Embassy, and Lovell was told to go away, he replied, "You and your horses won't stop us going where we want."

Mrs. Ellen Smith, of Hart-street, Islington, called for the defence, said that she heard the police use "dirty and filthy language."

Mr. Richard Pugh, of Futham, stated that he saw Lovell struck twice on the head by a constable.

Mr. Boyd, the magistrate, said that Lovell incited the workers in the demonstration to disobey the orders of the police and indulged in most provocative conduct and offensive language.

The charges which Lovell had made against the police were unfounded.

Lovell was fined £2 and £6 6s. costs, or one month's imprisonment.

Mr. Boyd added that as Lovell was at present bound over to keep the peace for twelve months it remained to be seen whether the recognisances for that would be called in.

There was a "scene" while evidence of previous convictions against Lovell was being given.

Mr. Boyd had remarked that there was no need to mention a committal order made against Lovell for failing to maintain his wife, when Lovell jumped up and shouted, "This is done deliberately. Damn it all, the woman is a police spy."

A number of women sang "The Red Flag" as they left the Court.

GUNMEN RAID NAVAL
BASE.

AUDACIOUS NEW YORK CRIME.

New York, Nov. 13.

One of the most amazing of New York crimes was perpetrated last night when a band of fifteen to twenty gunmen descended on the Naval Supply Base buildings, bound and gagged the officer of the day, Lieutenant Clinton, made prisoners of six civilian watchmen, and then worked five hours vainly trying to force a safe containing \$6,000 dollars (\$17,200 in Navy Department funds).

The robbers arrived in three motor-cars. From the first of these five men jumped, overpowering the guard at the gate, through which all three cars made their way to park inside the enclosure. They then forced the watchmen to open the door into the building.

One of the raiders next equipped himself with the guard's cap and badge by which he got near enough to the other watchmen to cover them with his pistols before they took alarm.

With the prisoners carefully bound, the raiders set to work on the safe with torches and drills. When at 6 a.m. the safe still resisted their efforts the raiders withdrew in the cars, leaving their captives, of whom the Lieutenant finally wriggled free from his bonds, and telephone to the police.

The Very Idea!

Furs and fur trimmings are prominent notes elsewhere than in feminine fashions this year. The latest Paris coats for dogs include some elaborate examples, made either entirely of fur or trimmed with it.

Two tiny Pekingese lying on the knees of a woman at a dress show the other afternoon were both clad in fur jackets.

One was made of separate skins of some kind of marten sewn together, those on the dog's back being complete with little masks, which rested on his head.

It seems fashionable nowadays to have two of these little animals, one to carry under each arm.

A venerable Scot purchased a little radio set, and a few days later his friends asked him how he liked it.

"Well, it's a right to listen to," he replied, "but those bulbs are nae sae gude to read by."

[A member of Parliament states that by giving up smoking he has been able to save some shillings weekly.]

Were I to give up smoking I should save some shillings weekly, and the thing I crave

I should desire less keenly, till at length

The content called for little moral strength.

Indeed, I might in course of time detect

The weed for which my love now stands confessed.

And if, at cost of present misery, I gave up wine and coffee, beer and tea,

And only drank pure water from the spring,

I might in time enjoy that kind of thing.

And save yet more, which I might then invest,

Watching it grow at compound interest.

Yea, though at first I possibly might grouse,

I might give up the burden of my house

And sleep in doorways, under rick or shed,

Saving the cost of bedclothes and of bed.

By this same saving spirit once beguiled

A man might even put off wife and child,

Who, once he had the itch to save about him,

Would doubtless be far better off without him.

But on the whole I think I shall retain

The things I like, foregoing future pain.

And when I woo the muse in mood serene,

Approach her through My Lady Nicotine.

It is damnable that the Christian religion should be so much a thing of old women and Bible classes and coddling saints.—Sir John Beith.

It was the attempt to definite too strictly that split Christendom into fragments which have never been reunited.—Mr. Baldwin.

It is exceedingly difficult to be accurate.—Lord Grey.

I am afraid Mr. Baldwin will never make a great leader, as he seems to have a congenital incapacity for playing a dirty game.—Captain Wedgwood Benn.

Mr. J. Palastanga, the vergar at the garrison church of Holy Trinity, Windsor, has trained a pigeon to take home messages to his wife during the morning services.

Mr. Palastanga, who was a machine gunner in the 2nd Life Guards during the war, said to a Daily Mail reporter that the pigeon was hatched in the tower of Trinity Church, and he began to train it when it could fly. He stated:

"I take it with me to church in a little basket, and when I have learned the rector's instructions for the services I send a message to my wife as to the time she may expect me to dinner."

Man at West London: Yes, I was drunk. It was my 21st birthday. It's the first time it's happened.

Woman applicant at Willesden: My neighbour complains about my aerial. She says that it is the wrong wave length and upsets her washing, making it black as soot. The wave length seems all right for her bad language, anyway.

Tottenham Man: What am I to do? I have no money, but I can't have my character stained going to prison.

Woman at Bow County Court: I never row with my husband before I get my money.

"Married women don't know the elements of law, but they have the vote."—Judge Turner, at Westminster County Court.

Mrs. Annie Loh, the Vice-Principal of the Tich Hwa's School for destitute Chinese boys and girls in Shanghai, arrived here yesterday on her annual visit to collect subscriptions for the maintenance of the school. There are over 600 scholars, and the work being done is deserving of hearty support.

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For the convenience of our customers we are keeping open until 6 p.m. this evening.

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Hand Bags from	\$5.50
Bridge Sets in leather c ses	\$10
Cigarette cases with match boxes in leather	\$7.50
Evening flowers in fancy gift boxes from	\$2.50
Leather and Sued Flowers from	\$1.50
Ladies' & Children's Hankys from	95 cts.
Vanity cases from	\$2.50
Fancy Combs from	95 cts.
Covered Coat Hangers	50 cts.
Needle cases	50 cts.

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TO-DAY ONLY. at 2.30, 5.30, 7.20 & 9.20, p.m.

FRED THOMSON in



"JESSE JAMES"

The man nobody knew! Jesse fought and made love in the same manner—with a grin on his face, and a smile in his eye! Brought to life by the producers of "The Covered Wagon."

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and his illusions. A forty minute performance that is WEIRD, UNIQUE and THRILLING

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NATHAN ROAD, KOWLOON.

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EVANS' PASTILLES are a sure shield against all winter ills such as Sore Throat, Cough and Colds. Their antiseptic vapours penetrate into the innermost cavities of the nose, throat and chest, killing all germs and quickly soothing the inflamed organs.

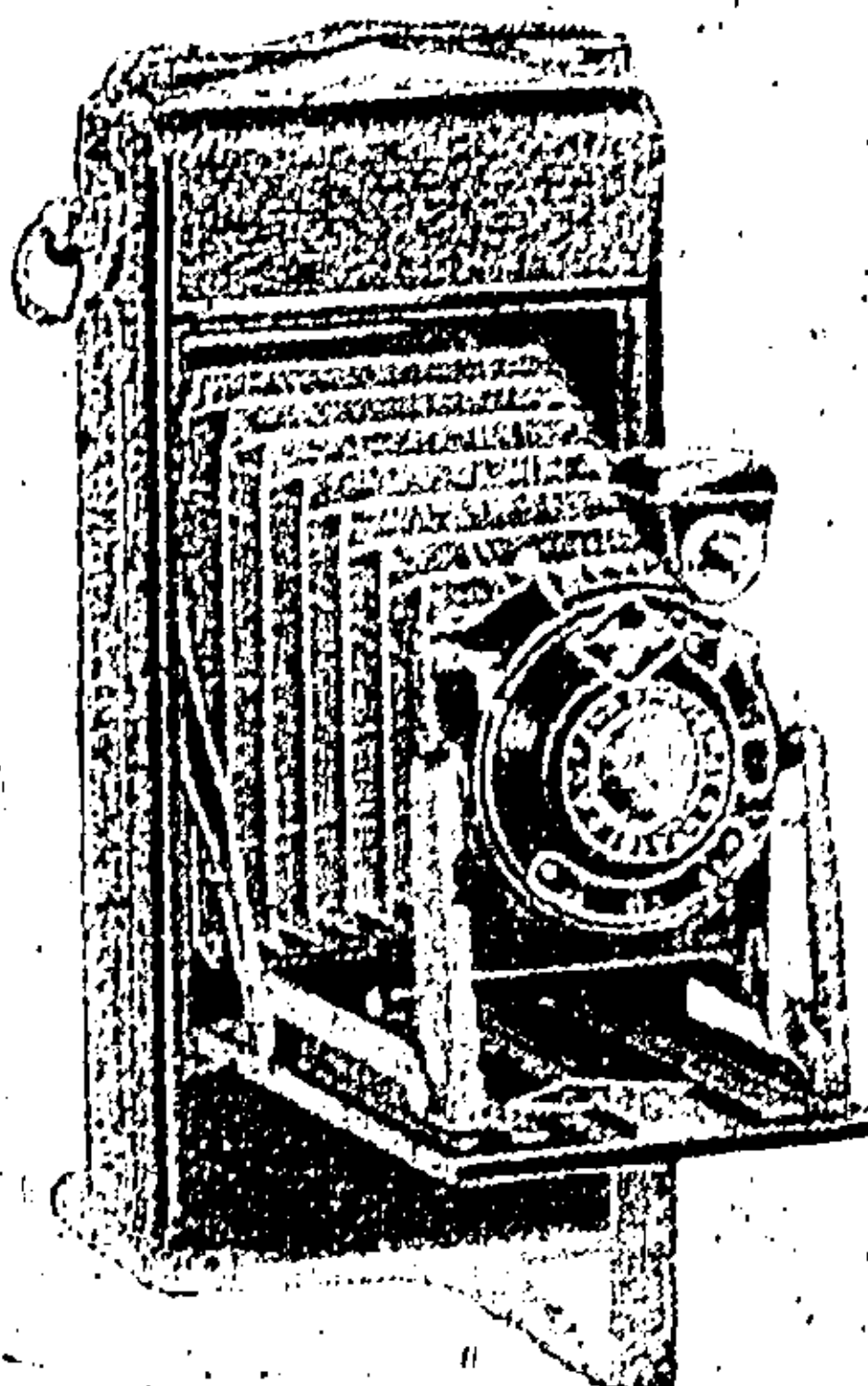
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The Agfa-Billy
takes pictures 3½ x 2½ ins.

Makes Photography
a pleasure.

The best Xmas Gift

Obtainable from all leading photographic dealers.



Scene from JESSE JAMES, starring Fred Thomson, which will have its final showing to-day at the Majestic Theatre Kowloon.

DIPLOMATS AND JOURNALISTS.

(Continued from Page 8.)

bergh say to you, Mr. Ambassador, as you sat on his bed on the night of his arrival in Paris?"

He suddenly realized that he had forgotten what Lindbergh said, and therefore he converted his rhetorical question into a real question. "Tell us, Mr. Ambassador, what Lindbergh said, when you were sitting, etc."

The Ambassador had not the smallest recollection, so he replied: "Go on, it is your story."

The speaker paused, disconcerted: "I am afraid that perhaps I am betraying a confidence. I cannot repeat what he said without your permission."

"But you have it," said the Ambassador.

"All the same, I would rather that you tell them."

"By no means," said Mr. Herrick. "Tell us what he said."

Everybody by this time understood precisely the cause of the contretemps, and there was a general cry for the observation of Lindbergh. The speaker might have joined in the laughter by confessing that he had forgotten, but he preferred to gain time.

He felt that I should not give away a secret. Well, there is Mr. who also heard what Lindbergh said. Perhaps he will tell us."

Mr. — shook his head. He did not know, and if he had known he would not have spoiled the joke. For five minutes he endeavored to induce somebody to finish his story, but his efforts were without avail. He had to finish somehow, and so, making a supreme effort, he revealed the secret.

"Did he not say, Mr. Ambassador—did he not say—did he not say as you sat on his bed, 'Well, I'm glad it's over!'"

The anticlimax was irresistible, funny. Sibley Huddleston in the Christian Science Monitor.

VIGOROUS HOCKEY.

HONGKONG CLUB AND THE RECREIO DRAW.

A vigorous hockey game resulted from the meeting of the Hongkong Hockey Club and the Club de Recreio on the former's ground at Kild's Park yesterday evening, when both sides succeeded in scoring one goal. The score by no means represents the strength of the two sides because the Hongkong Club were on the offensive a good deal more than their opponents but the latter are to be congratulated on the sturdy defence put up by their backs and goalkeeper, Barros. The latter saved well on several occasions and was largely instrumental in keeping the Club's score down.

The Club, although having some advantage in weight, found they were up against a stiff proposition in trying to pass the opposing defence, and the tenacity with which the defenders stuck to their work, constantly broke up attacks. The forward were forced but weak in combination, and very often the ball was not passed quickly enough.

Benamont scored the first goal of the match for the Hongkong Club and this lead was maintained until shortly after the second half had commenced, when A. M. Xavier equalized with a hard, rising drive close to, which gave the goalkeeper no chance.

Teams for Next Week.

The following will represent the first eleven of the Hongkong Hockey Club in their match with the Navy on the U.S.R.C. ground at 4.45 p.m. next Friday:—C. E. Moore, W. Woodward, J. E. Henry, J. Rodger, A. A. Dand (captain), J. E. Noronha, T. J. Price, G. E. R. Divett, C. C. Francis, E. J. R. Mitchell and D. M. McDougal.

The second team, to meet the Navy on the R.N.O.S.C. at 4.45 p.m. on Monday, will consist of W. Bowman, J. E. Henry, L. F. Nicholson (captain), L. A. R. Duncan, R. W. Skipp, A. R. Bolleho, Major Kerrich, O. Butler, L. G. Frost, D. M. McDougal and E. C. Fincher, Referee.—N. Evans.

SHARE PRICES

TODAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1320 pa.
Chartered Bank, \$181 n.
Mercantile & B., \$304 n.
East Asia \$95 b.

Insurance.

Canton Ins., \$695 n.
Union Ins., \$358 b.
North China, Ins., Tls. 160 b.
Yangtze Ins., \$50 n.
China Underwriters, \$2 n.
China Fire, \$310 b.
H. K. Fire Ins., \$315 n.

Shipping.

Douglas, \$25 n.
H. K. Steam, \$271 b.
H. K. Tugs, \$2 n.
Indo-China, (Def.) \$70 n.
Union Waterfronts \$22 n.

Mining.

Benguet, \$4.70 b.
Kailash, 55 n.
Langkote, 1/16 13 61 n.
Shai Explorations, Tls. 1.30 n.
Rauha, \$1.20 n.
Troughs, 21 n.

Docks, etc.

Kowloon Wharves, \$143 n.
Whampoa Docks, \$321 b.
China Providents, \$5.40 b.
Hongkows, Tls 190 n.
New Engineerings, Tls. 7.50 n.
Shanghai Docks, Tls. 95 n.

Cottons.

Ewo Cottons, Tls. 15 n.
Oriental, Tls. 2.30 b.
Shai Cottons, Tls. 74 (old) b.
Lands, Hotels, etc.
H. and S. Hotels, \$11.45 n.
H. K. Lands, \$64 n.
Shai Lands Tls. 161 n.
Humphreys, \$14.50 n.
Rathia, \$7.90 n.
Chinese Estates \$98 n.

Public Utilities.

Tramways, \$18.55 n.
Peak Trams, (old) \$11.75 n.
Star Ferries, \$69 n.
China Lights, (Old) \$17.70 b.
H. K. Electric, \$65.1 n.
Macao Electric, \$23 b.
Telephones \$7.85 b.
China Buses, Tls 154 b.
Singapore Tractions, 10/ n.

Industrials.

China Sugars, 90 n.
Malabone, \$27 n.
Cold: Macq. Ord: Tls. 11 n.
Canton Iron, \$2.50 n.
Cements (Comb.) \$13.30 n.
Ropes \$71 n.
United Asbestos \$5 b.
Stores, etc.
Dairy Farms, \$24 n.
Watsons, \$12 n.
Dor A. Wings, \$80 n.
Lane Crawford, \$1.85 b.
Mackintosh, \$18 b.
Sincere, \$12 n.
Miscellaneous.
Amusements, \$24 n.
Constructions, \$1.30 b.
B'quo Ind. G. Bonds, 61 n.
H. K. G. Loan 41% n. From.

GIFTS HE CAN WEAR

The most useful presents of all are clothes, but they must be of the right kind—of reliable quality.

To receive an X'mas gift bearing the "Powell" Label, he knows he has a present well worthy of the giver as they have an established reputation for reliability, good value and good taste.

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GOLF HOSE

in plain and
fancy colours

SCARVES

in Silk and Wool
in White & many
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Golf, Cricket, Tennis,
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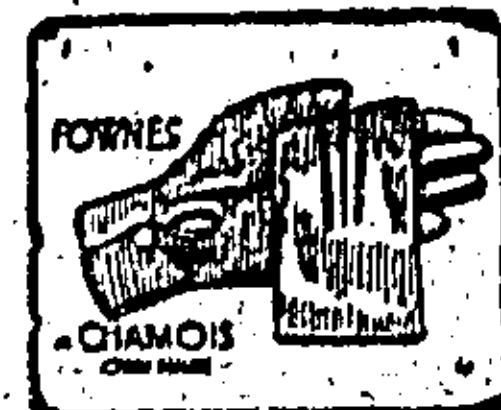
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Silk, Linen and Lawn,
attractively arranged.

NECKWEAR

To Tie into a Bow
or Knot—many, with
Handkerchiefs
to match.

GLOVES

in Chamois, Fabric and
Buckskin—
Lined or Unlined.



SLIPPERS

There are also Pocket Wallets, Money and
Key Purses, Collar Boxes, Suit, Attache and
Writing Cases, Tie and Trousler Presses,
Walking Sticks and Umbrellas, Etc., Etc.

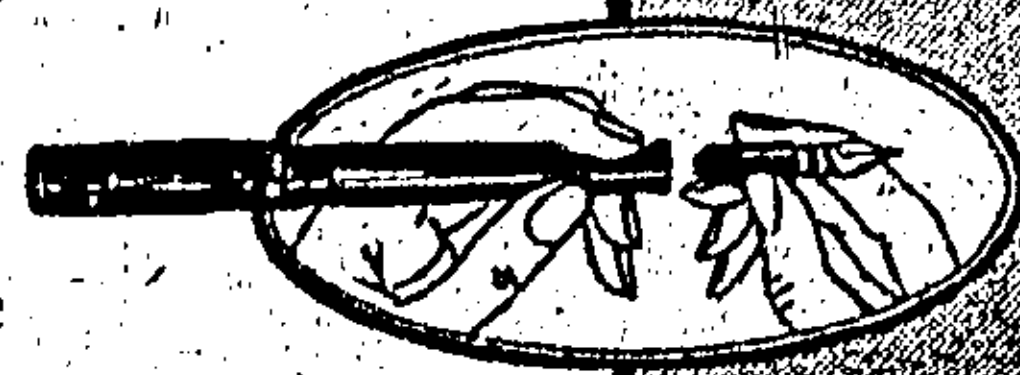
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Merry Christmas

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Tasteful TOILET Requisites.
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CAMERAS and CUT GLASS WARE.
This is but to name a few of the beautiful articles which make appropriate GIFTS.
Before you purchase your XMAS PRESENTS it will be worth your while to pay us a visit.

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A NEW \$40,000,000
WORLD FAIR.PALACES OF WONDER ON
MAN-MADE ISLANDS.

New York, Nov. 13.
Eminent scientists of Britain and other countries are to be asked to co-operate with American scientists in arranging, on novel lines, the greatest international exhibition ever held.

This will be the Chicago 1930 "world fair," to celebrate a century of scientific progress.

At least \$40,000,000, and probably a good deal more, will be spent upon it.

General Dawes, the U.S. Ambassador in London, is chairman of the finance committee, and his brother Rufus is chief organizer.

In their quest for something new for the great exhibition at "The Gateway of the West," the captains of industry have resolved to enlist the aid of science—without the old jargon and mystification.

Dame Nature as Exhibitor.

Discussions by industrialists, financiers and men of learning have just been held in New York.

Scientists have agreed on the basic outline and the scope of the exhibits, and I am privileged to make the result public through *The Daily Chronicle* for the first time anywhere.

The plan decided upon is to use their own terms—which are, perhaps, after all, not so simply phrased as they might be—"a dramatized philosophy and pattern" showing the major contributions of pure and applied science to industrial development during the last 100 years.

Their method opens up a fascinating prospect.

For instance, in the section of botany will be shown plainly what goes on in such a vital sun-driven factory as a blade of grass or a pine needle.

The process of producing all kinds of crops, without which mankind could not exist, can be made visible in a way easily understandable.

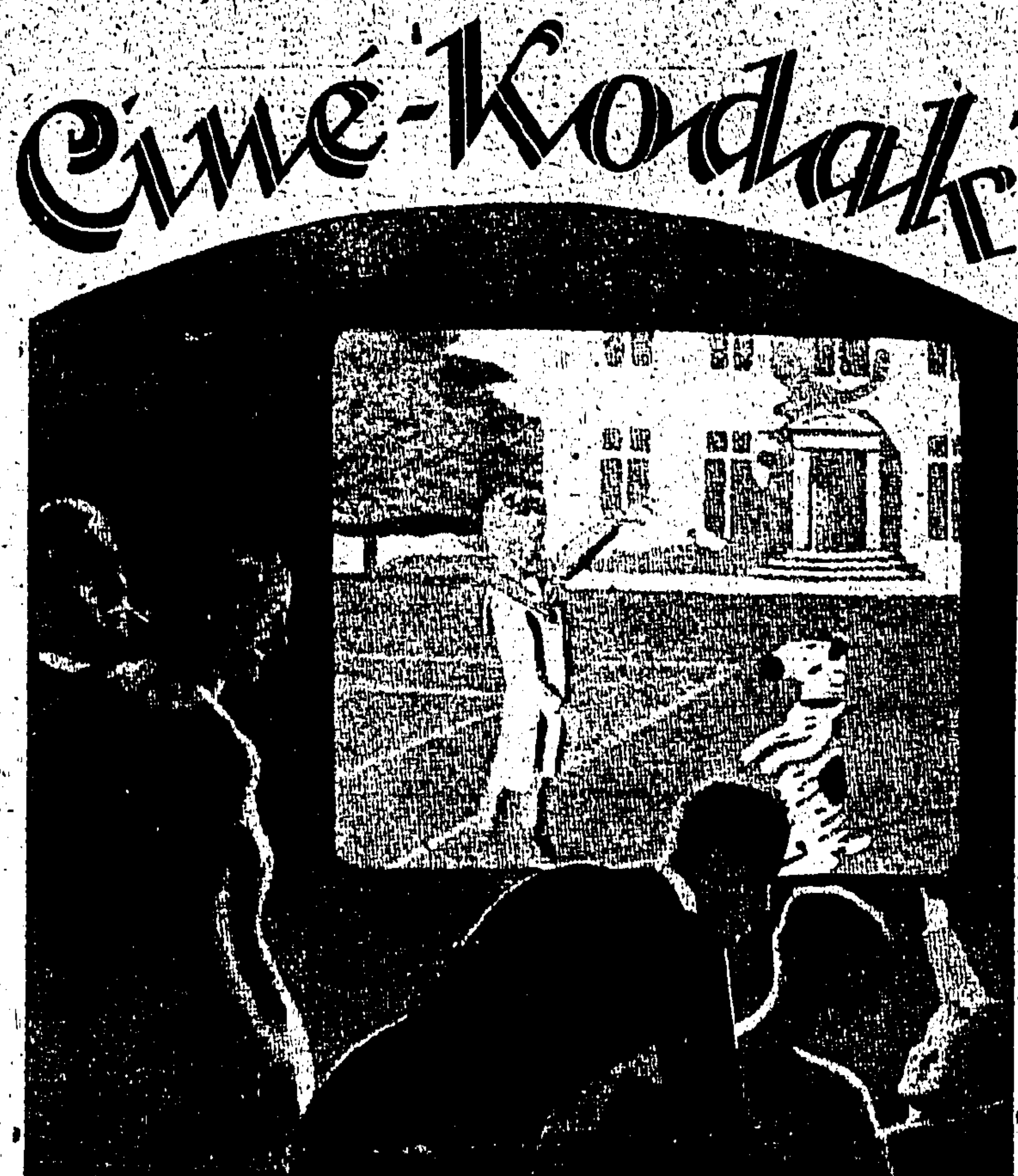
The lay visitor's interest will be aroused at the start by his being brought to realize that the initial formation of leaf-green (or chlorophyll, as the scientists term it) was the greatest single step in the history of living things.

If ever the intimate process by which leaf-green uses energy from sunlight and converts it into power could be determined—and perhaps some day it will be—chemical machines or converters could be set up to function in a parallel manner.

What this would mean opens up a vista of possibilities that staggers the imagination.

Chicago's exhibition buildings will be of exceptional beauty.

They will stretch for miles on a series of man-built islands along the shore of Lake Michigan, and in the city's lake-front parks.



"Look, look—that's me!"

"That's you all right, Billy boy.... I say, I wish somebody had made a movie of me when I was that age."

"What beats me, Helen, is how you became such an expert film producer."

"Shall I let you into the secret? With a Cine-Kodak everybody becomes an expert first go off. It's even easier than snapshotting, because there's no worrying about keeping your subjects in order. In fact the

more they move, the better your pictures."

"What an everlasting joy it must be, making and showing your own private films? What projector do you use?"

"The Kodascope, it's called. When I've run through my own pictures I'll show you one or two big-star films I've borrowed from the Kodascope Library."

"Well, Charles, aren't you glad we looked in?"

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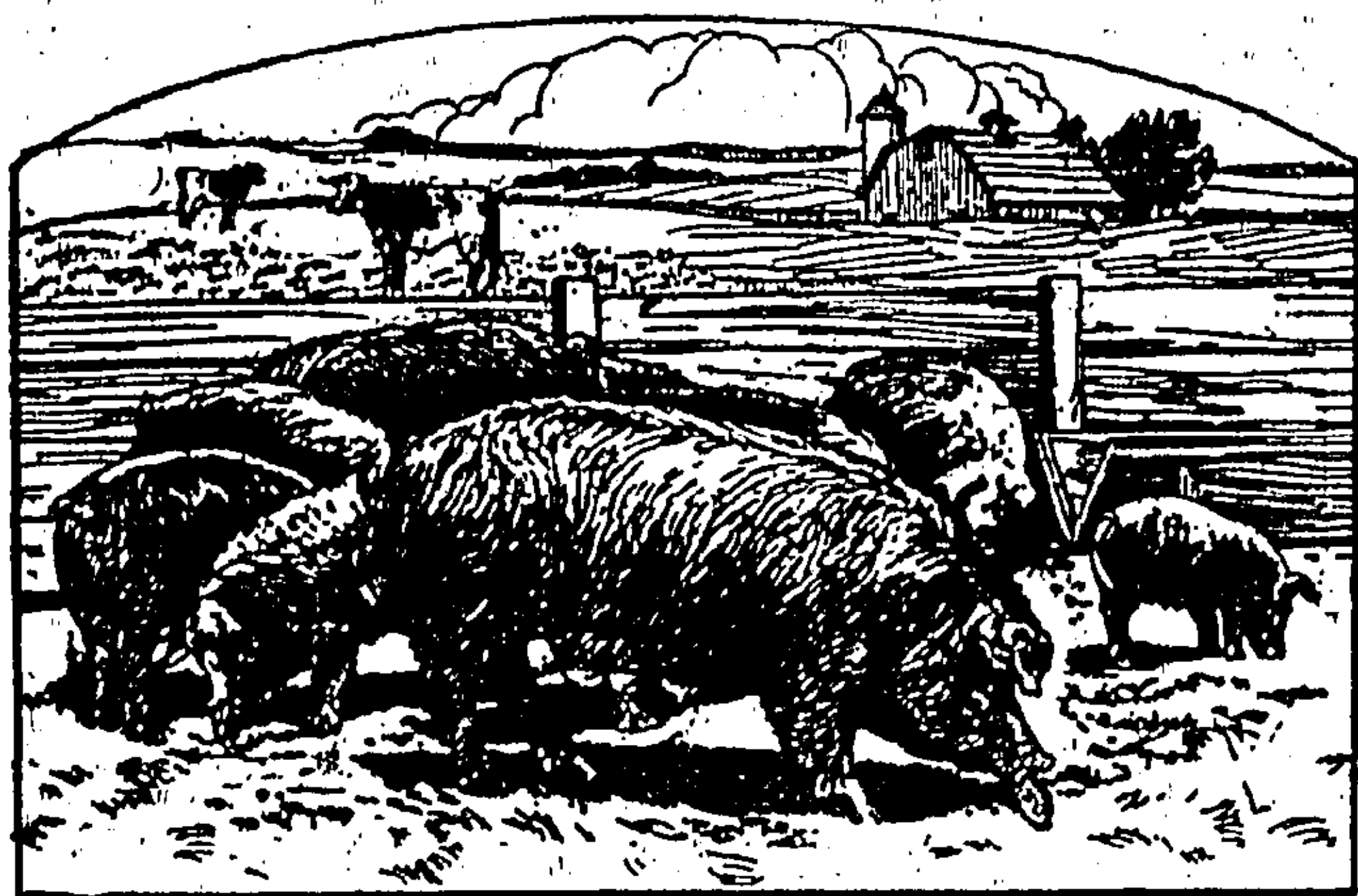
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QUEEN'S THEATRE

Charles Lamb—in his dissertation on the Pig, was the first to tell us how the Chinese do love their pig—dead and roasted!

BUT—There are Pigs and Pigs!

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DAIRY FARM PIGS,

dainty little fellows fed on the fat of the land,
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IS THERE ANY DIFFERENCE IN PORK?

For goodness sake!—Where do you live?

Try it, and then you will know. Cooked to a turn—and the "crackles!"—UM!

DON'T WAIT FOR CHRISTMAS. TREAT YOURSELF NOW!

THERE'S NOTHING FINER THAN—

DAIRY FARM PORK

Well Anyway—



There's One
Thing about
the New
Roses
Which Loves—



They'll
Remember
A Rose
Is
Love!

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entrusted with the installation of

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Alice Memorial Hospital
New Tung Wah Hospital
Nursing Home, Canton

OTHER BUILDINGS

Repulse Bay Hotel
Mountain Lodge
Pallanjes House, Canton
Stubb's Road Garage
Police Station, Sham Shui Po

Oriental Hotel, Canton
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SECONDLY. All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.

THIRDLY. We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

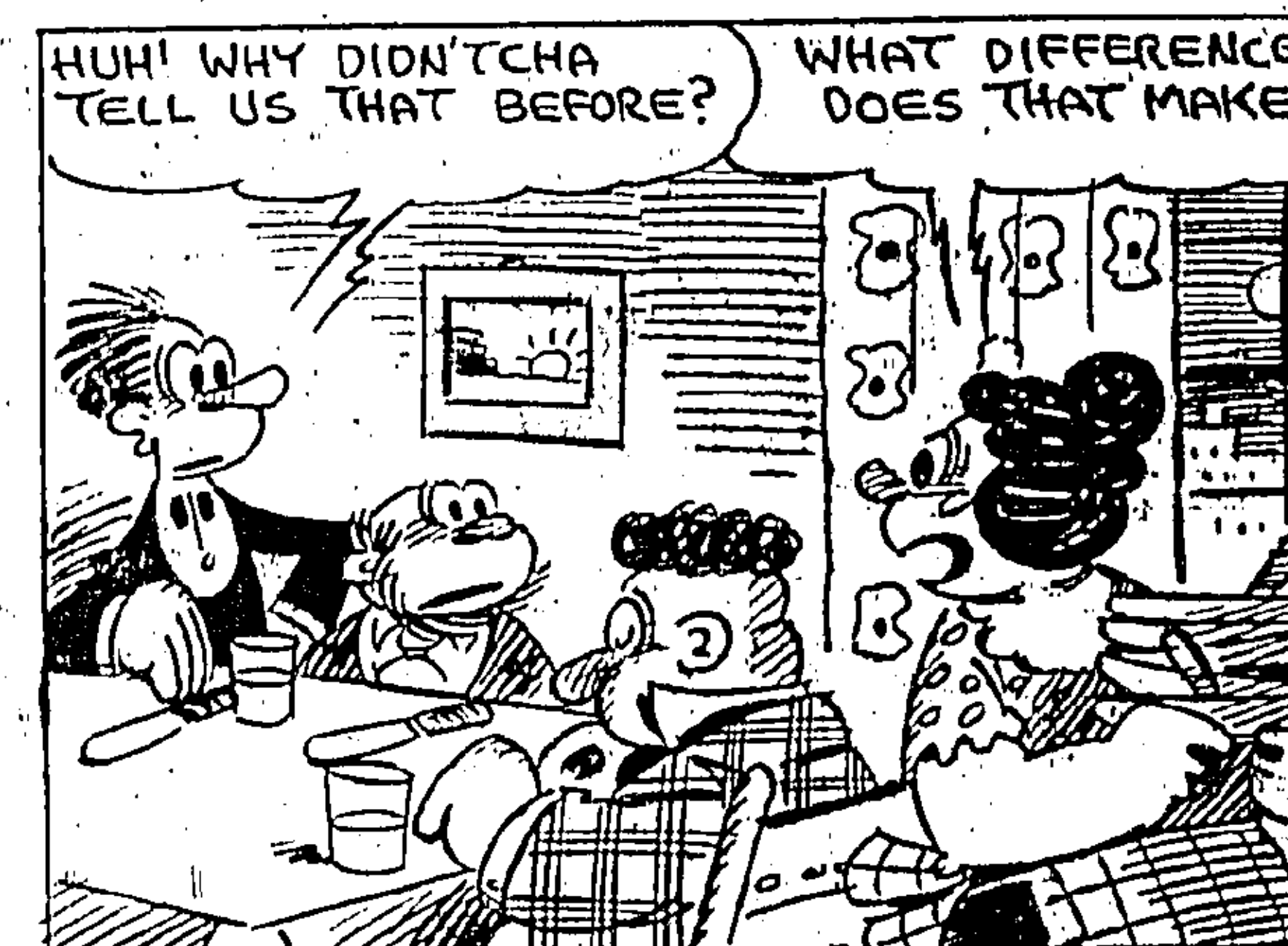
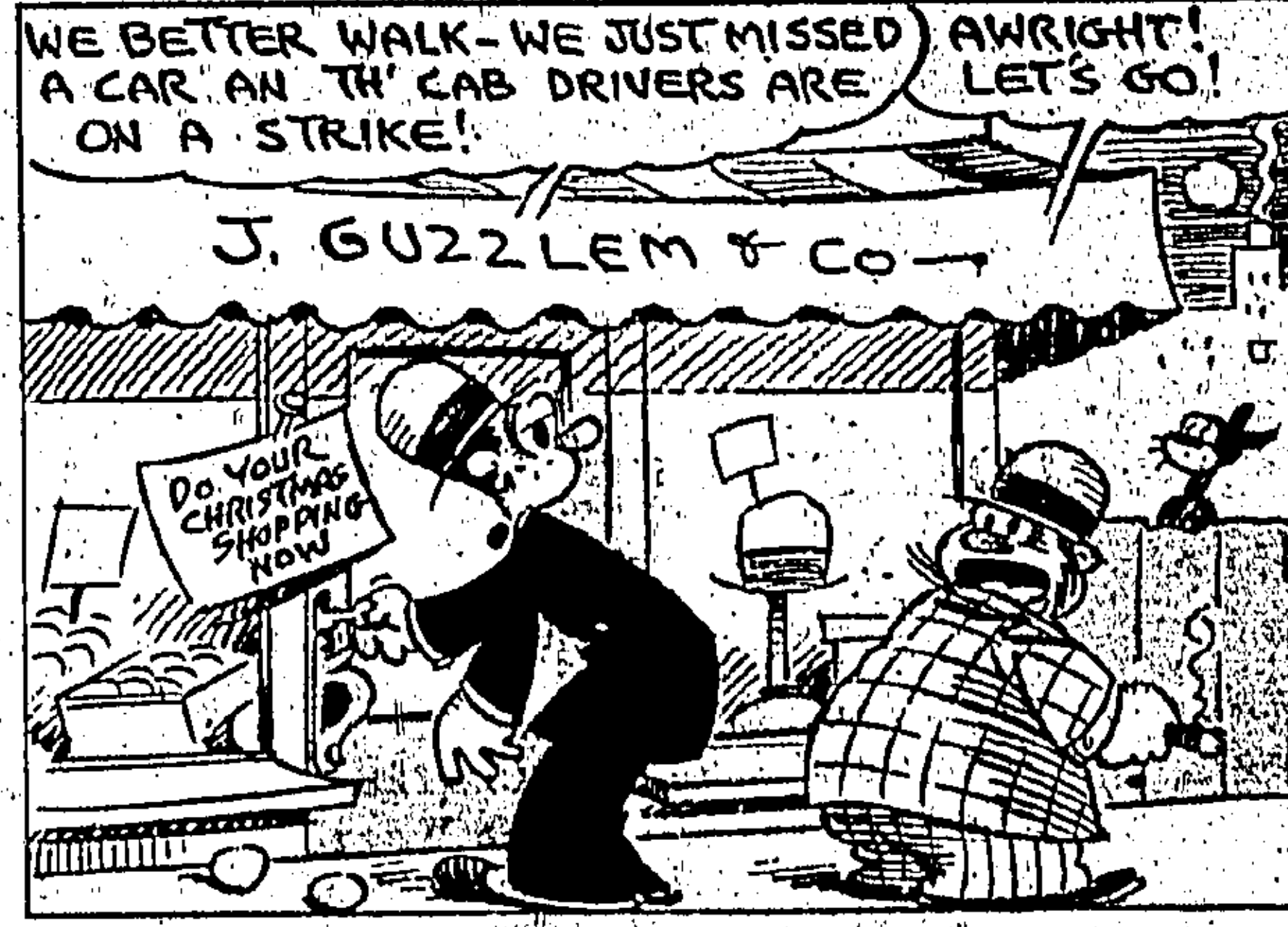
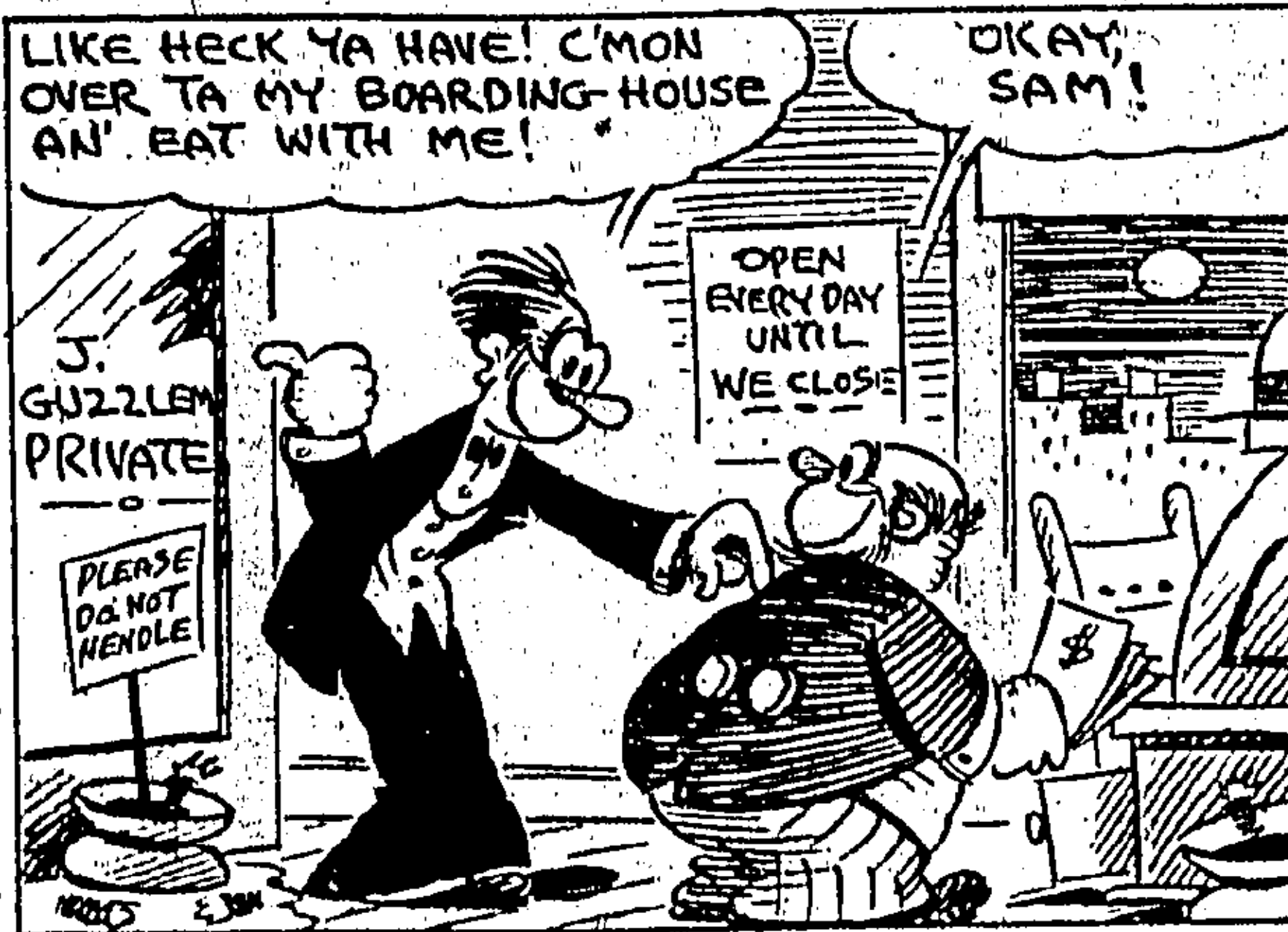
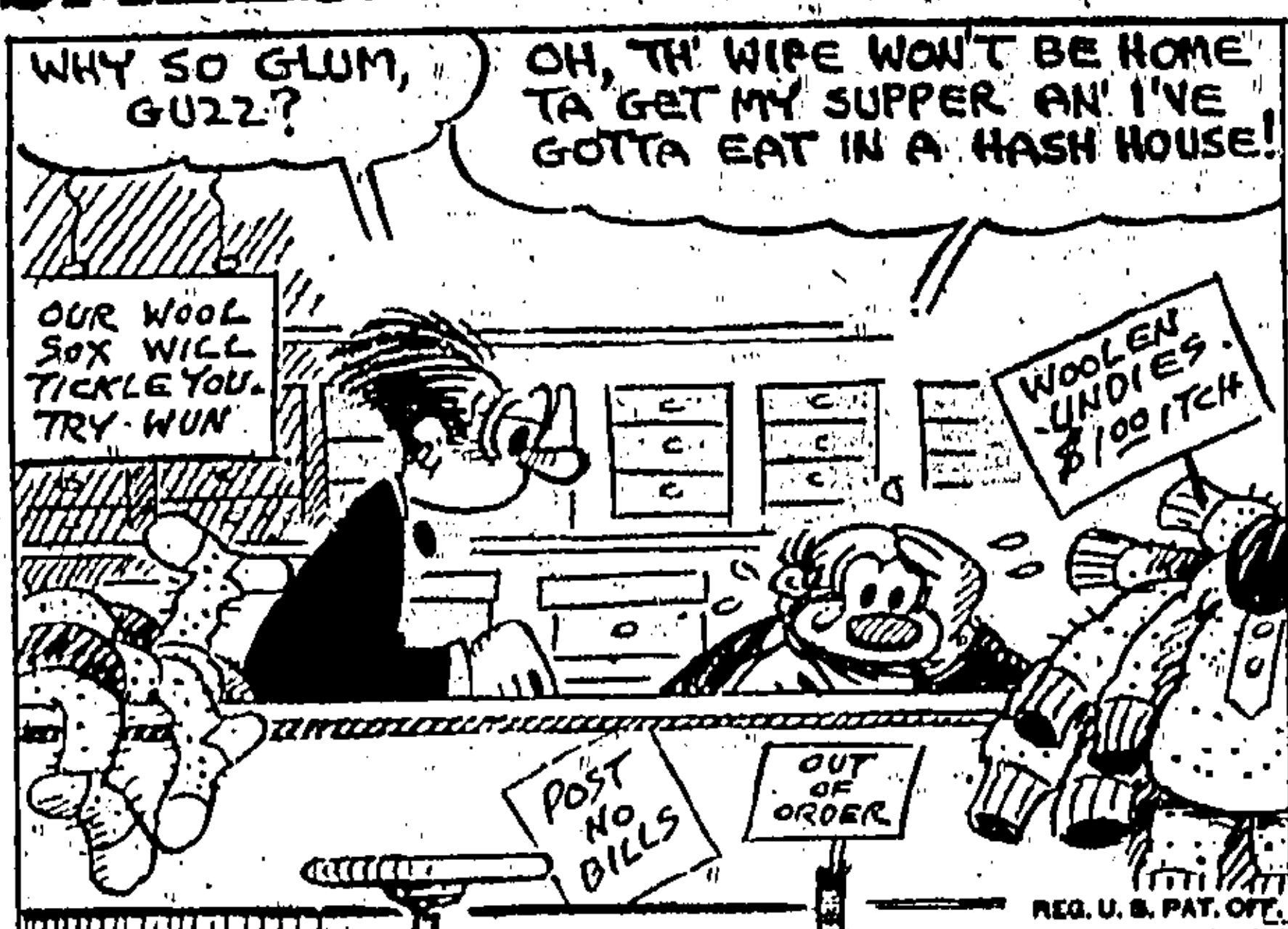
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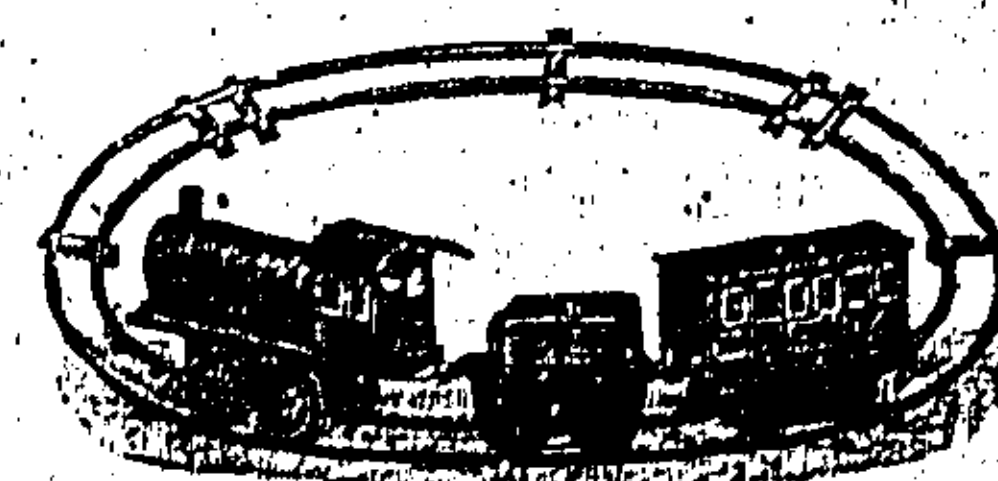
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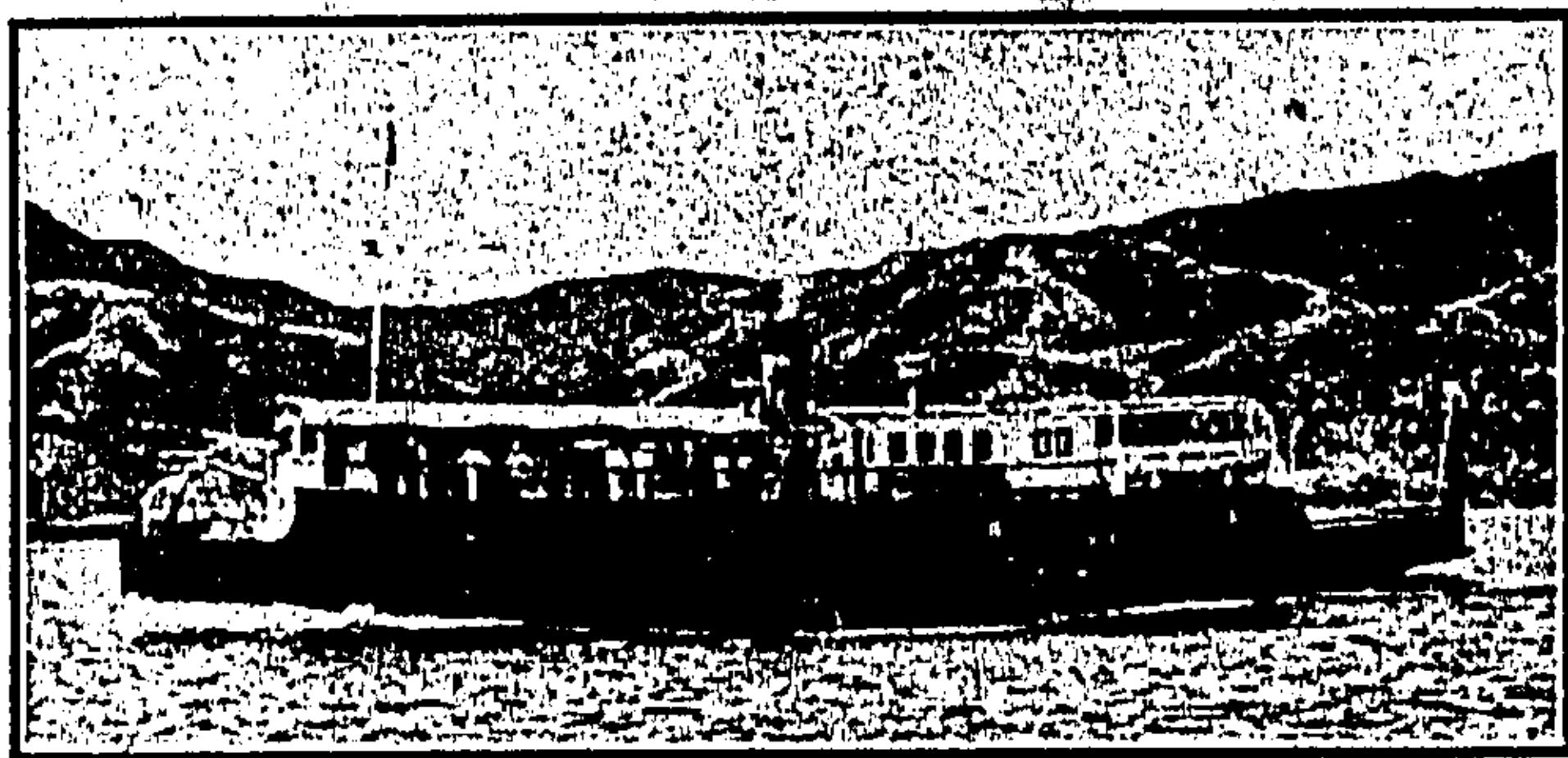
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MR. SNOWDEN'S FUTURE.

"AN IMPARTIAL PORTRAIT"

"Phillip Snowden," by "Ephesian" (Mr. C. E. Bechhofer Roberts) (Cassell and Co., 7s. 6d. net), casts no fierce light upon the Chancellor of the Exchequer, but contrives to portray him with a fair measure of impartiality.

It has a picturesque story to tell. The triumph of a man over the harsh conditions of his boyhood; his rise in the nascent Labour political movement; the imposition of his personality upon friend and foe alike, are matters for an attractive biography, and there is the added fact of how in a high and responsible office of State he has just won applause both at home and abroad.

Early Days.

Mr. Snowden was born on July 18, 1864, at Cowling, near Kelghley, in the West Riding of Yorkshire. A strenuous youth, some years of it spent in the Excise, and much of it in journalism, received a shock through a serious cycling accident which made retirement from the Civil Service necessary. His energies were thrown into local politics, and his candidature for the Kelghley Division was cut short through failure to raise the sum required to go to the poll. His name in politics was made, however, and although he was defeated at Blackburn in 1900 and again later at Wakefield, he won the former seat in 1906. His political way was now clear.

In the meanwhile he had married Miss Ethel Annakin, of Harrogate, and it was noticed that a clash of views between the two shortly before occurred in the "Labour Leader" over the Temperance question. On this subject his opinions have hardened, and whereas Mr. Snowden had advocated the public ownership and control of the drink traffic, he has later supported Local Option, Sunday closing, and various other minor forms of partial interference with the private sale of liquor.

"Ephesian" sketches very carefully the Chancellor's career in Parliament and Labour politics, with many citations to show the Yorkshire tenacity with which he has stuck to his principles, and his independence of view even against his own party.

"Mistaken" War Views.

It may not be known that at the outbreak of War Mr. Snowden was at Vancouver and boarding a steamer for New Zealand. During this passage of the Pacific his vessel was in imminent danger of attack by German cruisers, and had continually to change course to avoid them.

"Ephesian" it is to be noted, pronounces that Mr. Snowden's view of the War was mistaken. He "attached a false importance to the influence of the pacific section of the German Socialists, and on these mistaken premises his logical mind built up a platform of argument, which, of necessity, became more and more remote from reality every time he spoke."

The concluding chapter gives a concise and reasoned statement of Mr. Snowden's case at the Hague Conference last August, to the future, "Ephesian" is evidently doubtful whether the present moderation of the Labour political leaders, among whom the Chancellor is one, will be able to control the passions it has unchained. The opportunity of the Labour leaders, he thinks, is to balance the probable defection of its extreme wing by attracting the moderate Liberals. Nationalisation and opposition to it will be the two standards round which the battle of the future will be fought. And of the man with "the bitterest tongue and the sweetest smile" in the House, he predicts that he will yet be Prime Minister.



Proper clothes and falling off a horse are both riding boots with some people.

FINDLATER'S DRY GIN

Doubly rectified and established as a firm favourite in many of the leading Clubs of the World.



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UNITED STATES PATENTS

1,613,056	1,677,098
1,593,252	1,671,742
1,620,910	1,671,915

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166,657	319,145
201,811	322,427
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raisin on with the Maid
of the Sun on it.



POOR PRISONERS.

IMPROVED FACILITIES FOR
LEGAL AID.

In the House of Commons, recently, Mr. Turtton (G. Thirsk) moved the second reading of the Poor Prisoners' Defence Bill, which, he said, was introduced to bring the Poor Prisoners' Defence Act of 1903 up to date.

That Act provided that in case where a man had not the means to employ solicitors of counsel he should be entitled to have legal aid assigned him, provided that he had disclosed a defence in the evidence given or in a statement made before the committing justices. That was an essential condition precedent.

It was his belief that there were many men and women now living in England, free and without a stain on their characters, who, but for that Act, would have been convicted felons or branded with the definition "with a past." But that Act suffered from want of clearness of expression and narrowness of scope.

It was the first axiom of English criminal law that the prosecution had to prove their case, and the Act of 1903 was not intended to force a prisoner to show his defence so as to bolster up a weak prosecution. (Cheers.)

Subsection 3 of Section 1 of the Bill defined "poor person" by providing that "a defence certificate shall not be granted" "unless it appears to the certifying authority that his means are insufficient to enable him to obtain such aid."

Only an Instalment.

At present, there was no power to obtain legal aid until the committing justices had committed a person for trial. There were, however, grave charges which made it desirable that a man should have legal advice as to the conduct of his case.

There were cases in which the legal adviser in the higher Court was put in some difficulty by the conduct of a case in the lower Court by the man on trial. Before the committing magistrates a man might, without aid and without understanding the law, have examined, cross-examined, introduced unnecessary witnesses, and made statements not advisable at that stage.

Moreover, under the Criminal Justice Act, 1925, many grave charges that could not previously be tried in a court of summary jurisdiction could be so tried now. It was advisable, therefore, that there should be power in committing justices to grant legal aid to a person charged in respect of the conduct of his defence before them, and such power was contained in Section 2 of the Bill, though only an instalment, was, he claimed, a great advance on the Act of 1903.

Sir J. Withers (C. Cambridge University) seconded.

Mr. McShane (Soc. Walsall) said the Bill did not go far enough, but he was prepared to accept it as an instalment.

Mr. Llewellyn-Jones (L. Flintshire) emphasised the importance of legal aid being forthcoming at the very outset of a case before the magistrates.

Sir W. Greaves-Lord (G. Norwood) welcomed the Bill as a substantial improvement in the administration of justice.

Home Secretary Approves.

Mr. Clynes (Home Secretary) said he thought the Bill took a

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long step in the right direction. It would dispel some of the remaining suspicion that there was in England one law for the rich and another for the poor. The rich man had undoubtedly had an advantage in being able to buy defence, and it was only just that defence should be made available to all.

In his twenty-three years' experience of the House he had never known such unanimity among persons learned in the law as in support of this Bill. His own attitude was one of whole-hearted approval, and he desired to see it speedily passed into law.

Mr. Macquisten (O. Argyllshire) wished to see the principle of the Bill extended for the benefit of suitors in Civil Courts. At present, he said, the fees charged were so high that only rich corporations could afford to indulge in litigation. To the ordinary citizen the King's Courts were practically closed.

The Bill was read a second time.

CHRISTMAS & NEW YEAR ANNOUNCEMENTS

PENINSULA HOTEL

Tuesday, 31st December, 1929 New Year's Eve Carnival (8 p.m. to 1 a.m.)
Wednesday, 1st January, 1930 Special Tea Dance (5 p.m. to 7 p.m.)

HONGKONG HOTEL

Thursday, 26th December, 1929 Boxing Night Carnival (8 p.m. to 1 a.m.)
Wednesday, 1st January, 1930 Special Tea Dance (4.30 p.m. to 6.30 p.m.)

REPULSE BAY HOTEL

Tuesday, 24th December, 1929 Christmas Eve Carnival (8.30 p.m. to midnight),
Tuesday, 31st December, 1929 New Year's Eve Carnival (Fully reserved, bookings now closed.)
Wednesday, 1st January, 1930 Special Tiffin (Orchestra 1 p.m. to 2.30 p.m.)
Wednesday, 1st January, 1930 Special Tea Dance (4.30 p.m. to 6.30 p.m.)

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- 21933 Sweet Suzanne.
- 22346 Daddy Won't You Please.
- 22055 I'm the Medicine Man.
- 22055 Would't Be Wonderful.
- 22055 I Lift Up My Finger.
- 21822 Laughing Marionette.
- 21822 Under the Stars.
- 21921 Blue Waters.
- 21921 Mean To Me.
- 21921 That's What I Call Heaven.
- 21921 Under the Russian Moon.
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Yokohama	Yokohama	Feb. 6	Feb. 12
Yokohama	Yokohama	Feb. 12	Feb. 18
Yokohama	Yokohama	Feb. 18	Feb. 24
Yokohama	Yokohama	Feb. 24	Mar. 1
Yokohama	Yokohama	Mar. 1	Mar. 7
Yokohama	Yokohama	Mar. 7	Mar. 13
Yokohama	Yokohama	Mar. 13	Mar. 19
Yokohama	Yokohama	Mar. 19	Mar. 25
Yokohama	Yokohama	Mar. 25	Apr. 1
Yokohama	Yokohama	Apr. 1	Apr. 7
Yokohama	Yokohama	Apr. 7	Apr. 13
Yokohama	Yokohama	Apr. 13	Apr. 19
Yokohama	Yokohama	Apr. 19	Apr. 25
Yokohama	Yokohama	Apr. 25	May 1
Yokohama	Yokohama	May 1	May 7
Yokohama	Yokohama	May 7	May 13
Yokohama	Yokohama	May 13	May 19
Yokohama	Yokohama	May 19	May 25
Yokohama	Yokohama	May 25	Jun. 1
Yokohama	Yokohama	Jun. 1	Jun. 7
Yokohama	Yokohama	Jun. 7	Jun. 13
Yokohama	Yokohama	Jun. 13	Jun. 19
Yokohama	Yokohama	Jun. 19	Jun. 25
Yokohama	Yokohama	Jun. 25	Jul. 1
Yokohama	Yokohama	Jul. 1	Jul. 7
Yokohama	Yokohama	Jul. 7	Jul. 13
Yokohama	Yokohama	Jul. 13	Jul. 19
Yokohama	Yokohama	Jul. 19	Jul. 25
Yokohama	Yokohama	Jul. 25	Aug. 1
Yokohama	Yokohama	Aug. 1	Aug. 7
Yokohama	Yokohama	Aug. 7	Aug. 13
Yokohama	Yokohama	Aug. 13	Aug. 19
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ANGERS	14th Jan.	G. METZINGER	15th Jan.
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G. METZINGER	11th Feb.	PORTHOUS	12th Feb.
ANDRE LEBON	25th Feb.	CHENONCEAUX	26th Feb.
PORTHOUS	11th Mar.	ATHOS II	12th Mar.
CHENONCEAUX	25th Mar.	DARTAGNAN	26th Mar.
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KOWLOON UNION CHURCH.

ANNUAL MEETING OF THE CONGREGATION.

Two resolutions, modifications of old resolutions, were adopted by the congregation of the Union Church, Kowloon, at the annual meeting of subscribers which was held last night.

The Rev. J. Horace Johnston presided and was supported by Mr. D. Gow, Hon. Secretary, and Mr. D. F. Warren, Hon. Treasurer. The minutes of the last meeting having been read and passed, the following resolutions, after the chairman had explained them, were adopted:

(1) That the system of contributions to the Church Funds by Envelopes be re-established, but Annual or Semi-Annual subscriptions of any amounts be accepted from those who prefer thus to support the Church; and (2) That the Membership of Union Church, Kowloon, consists of those who as at the 30th November, 1928, were Annual Subscribers while continuing in active connexion with the Church and those who have signed a Church Roll containing the confession of Faith. Future applicants for Membership will be required to sign a Church Roll.

After the reports of the various branch societies had been presented by their respective secretaries the chairman, addressing the meeting, said that he found himself in a singularly happy position for he felt that he was now enjoying the fruit of his labours. It had been his great ambition to see established in Kowloon a living Church, imbued with the will to live and grow, and endowed with the power to organise its own life and growth.

It was an inestimable privilege to help even in a small degree to bring into being a living Christian Church. There was no reason why they should not all share in that feeling of profound satisfaction over "something accomplished, something done," for they had all worked together under Divine guidance. It might be that they did not all realize what a genuine marvel had been accomplished.

The following officers were elected for the ensuing year: Hon. Secretary, Mr. D. Gow; Hon. Treasurer, Rev. Frank Short; Envelope Secretary, Mr. J. Revie; Envelope Stewards, Messrs J. O. Provan and T. Ingram; General committee, Messrs Harvey, Lunn, Nelson, Forsyth, Craig and Scott, and Messrs E. C. Tregillus, A. H. Gardner, A. W. Ingram, T. F. Bradford, D. McKenzie, Othman, J. Revie and Read.

Before the election of an Honorary Treasurer, the chairman announced that Mr. D. F. Warren, who had carried out the duties for the past four years, was retiring owing to his impending departure for Canada. The chairman said that he had carried out his duties with faithfulness and ability, and they had had no desire to want a better man for the office. Mr. Warren had not only been the treasurer but had always been one of the pillars of the Church.

Mr. Warren thanked the chairman for his kind remarks. A vote of appreciation of the outgoing committee's work was passed with acclamation.

The annual report, as presented by the committee, was read by Mr. Gow.

SCHOOL SPORTS.

CHINESE LADS' GOOD IN RUNNING.

Some good running was seen at the 13th Annual Athletic Meeting of the Yau-mai Government School held at King's Park, yesterday afternoon. All the boys showed great keenness and several close finishes were witnessed by a large number of past and present pupils, including many visitors.

At the conclusion of the many events, Mr. C. Mycock, the headmaster, before asking Mrs. G. P. de Martin to distribute the prizes said he was sure all would agree with him that it was a very successful day's sport. He wished to thank Mrs. de Martin for so kindly consenting to give away the prizes, and also Messrs. Ho Yan-tak and Sung On-wing, the two teachers responsible for all the arrangements.

After the prizes had been given away, cheers were given to Mrs. Martin, Mr. A. O. Brown, the former headmaster, who was among the visitors, and "The Visitors."

The following were the results:

100 Yards (Sr.)—1, Tai Kwok-ching; 2, Tse Chi-kai; 3, Tang Chuk-wan.

100 Yards (Jr.)—1, Ng Yuk-ki; 2, Tang Nul-wai; 3, Chung Yee-pui.

100 Yards (Small Boys)—1, Wong Kam-chi; 2, Wong Ma-chi; 3, Chan New-wan.

High Jump (Sr.)—1, Tse Chi-kai; 2, Man Hok-chai; 3, Tang Chuk-wan.

High Jump (Jr.)—1, Ng Yuk-ki; 2, Li Shui-lum; 3, Tang Wai-wa.

Flat Race (Small Boys)—1, Wong Kam-chi; 2, Chan New-wan; 3, Wong Kam-hi.

Long Jump (Sr.)—1, Tse Kwok-ching; 2, Tang Chuk-wai; 3, Yan Ho-wing.

Long Jump (Jr.)—1, Ng Yuk-ki; 2, Chung Yee-pui; 3, Tang Yui-wa.

Egg and Spoon Race—1, Wong Kam-chi; 2, Chan New-wan; 3, Wong Wai-sun.

Three-Legged Race—1, Tse Chi-kai and Chan Kam-wing; 2, Lu Kan-yu and Wong Kan-chau; 3, Yuen Wa-chew and Pun Shai-kit.

300 Yards (Sr.)—1, Tai Kwok-ching; 2, Tse Chi-kai; 3, Chan Kam-wing.

300 Yards (Jr.)—1, Ng Yuk-ki; 2, Chan Yu-wai; 3, Pun Shai-kit.

200 Yards (Small Boys)—1, Wong Kam-chi; 2, Wong Kam-hi; 3, Chung Sz-hung.

Sack Race (Open)—1, Au Kwong-wai; 2, Chui Kam-sing; 3, Yuen Wa-chew.

Open Half Mile—1, Chan Kam-wing; 2, Tse Chi-kai; 3, Leung Ting-sam.

Consolation Race—1, Wong Kwok-wai; 2, Tse Chi-kai; 3, Leung Ting-sam.

400 Yards (Past Pupils)—1, Leung Chin-man; 2, Lo Kwong-to.

Class Team Race (Sr.)—Class 4A.

Class Team Race (Jr.)—Class 7A.

Relay Race (Open to Government Schools)—1, Wanchai School.

Masters' Race—1, Mr. Ho Yan-tak; 2, Mr. Cheung Leung-wing; 3, Mr. Sung On-wing.

Tug-of-War—Classes 4 and 7.

TRAIN HITS COACH.

TERRIBLE DISASTER IN SPAIN.

Barcelona, Dec. 20.

Seventeen were killed and ten injured through a train crashing into a motor-coach at a level crossing near San Sadurn.

Only one person out of 28 occupants of the coach was uninjured, and he disappeared, demented.

Subsequently, the train driver committed suicide by drowning himself.—Reuter.

PRIZE-GIVING AT PEAK SCHOOL.

(Continued from Page 3.)

Question of Discipline.

In matters of discipline it is sometimes difficult in a Junior School to find the happy mean between repression and too much freedom. Children, in these parts, who have been brought up by amahs with little regard for the meaning of obedience, require, it would seem, a firmer hand at the outset of their school career, than those in England who have had the advantages of a nursery. On the other hand, a fair amount of freedom does produce a naturalness and spontaneity of conduct which has charm.

The Inspector of English Schools must at any rate, have appreciated the warmth of his welcome, on being greeted at his last inspection by one of his Kindergarten friends with "Hello, Uncle! Come in and see the Christmas tree!" The discipline of the school has improved very considerably, thanks to the unrelenting efforts of the staff in school, though occasional reports still come through of unruly behaviour on the way to and from school.

The Prizes. After the report had been received with warm handclapping from the assembled guests, Lady Clement presented prizes to the following scholars:

Kindergarten (Class 10):—Elisabeth Foster, Michael Davenport, Helen Sanger, Marion Bloomfield, Gerald Monaghan, Joy Carrie, Anthony Reeve, Ian Dunnett, Peggy Greenhill, Bruce Purves, Jim Stewart, Jim Tracy, Lesley Ramago, Joan Jordan, Morris Langston, Martha Cuvillier, Martin Sherry, Joan Douglas, Bill Adams.

Class 9A:—John Wood.

Class 3 B:—Allison Kinghorne.

Class 8:—Betty Prosser.

Class 7:—Audrey Newhouse.

Class 6:—Evelyn Morrison.

Class 5:—Muriel Gubbay.

Royal Drawing Society Examinations:—Honours, Preparatory Division.—Margaret Young.

2nd Class:—Preparatory Division.—Charlotte Sanger, Donald Wallace, Colin Morrison, Margery Simpson.

Honours:—Division 1.—Audrey Newhouse, Evelyn Morrison.

Marchell Draper, who won honours in the first Division, is at present away at Home and therefore her prize will be forwarded. Her sister Elaine, who won honours in the second class, is also absent.

AUSTRALIAN FLIGHT.

ATTEMPT TO BEAT CAPTAIN HINKLER'S RECORD.

London, Dec. 20.

Captain Chichester, an ex-pilot of the Royal Air Force, left Croydon at three o'clock this morning on a flight to Australia. It is understood that he is attempting to beat the record set up by Captain Hinkler.

A Casual Young Man.

Later.

Chichester is flying a moth aeroplane with thirty gallons of petrol. He started most casually, remarking "Cheerio, I am off to Australia."

He is not a former member of the Royal Air Force, but a wealthy young New Zealander who learned flying only three months ago.—Reuter.

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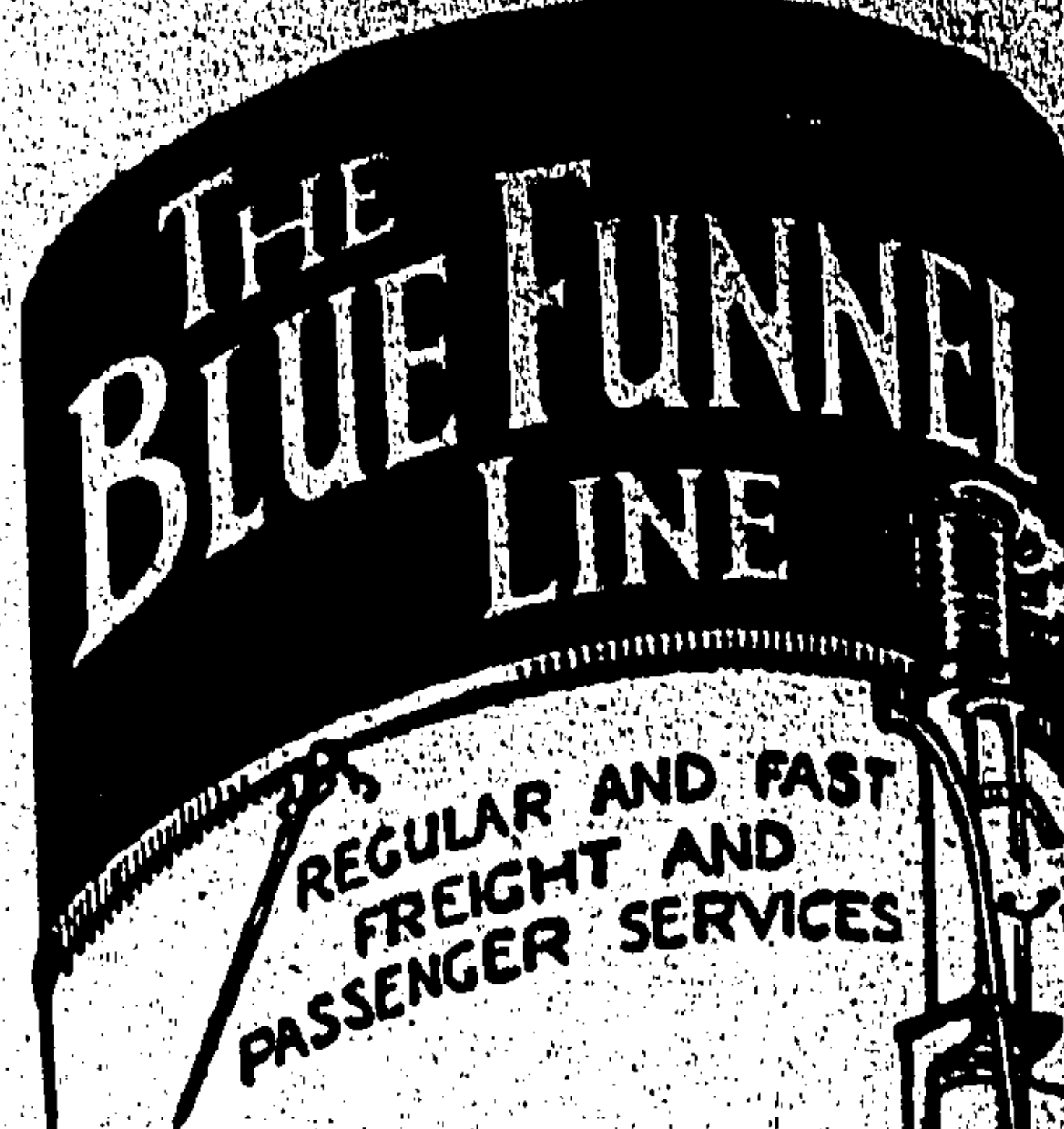
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Tenyo Maru ... Thursday, 23rd Jan.

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Mitsushima Maru ... Tuesday, 14th Jan.

Iyo Maru ... Tuesday, 28th Jan.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Suwa Maru ... Saturday, 28th Dec.

Fushimi Maru ... Saturday, 11th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

Tango Maru ... Wednesday, 25th Dec.

Aki Maru ... Wednesday, 22nd Jan.

BOMBAY via Singapore, Panang & Colombo.

Tottori Maru ... Friday, 27th Dec.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,

Los Angeles, Mexico & Panama.

Anjo Maru ... Sunday, 22nd Dec.

SOUTH AMERICA (EAST COAST) via Singapore,

Capetown & Ports.

Kamakura Maru ... Thursday, 2nd Jan.

NEW YORK, BOSTON via Panama

Tatsuno Maru ... Tuesday, 14th Jan.

LIVERPOOL via Port Said, Constantinople,

Durban Maru ... Friday, 10th Jan.

Genoa & Marseilles.

CALCUTTA via Singapore, Penang & Rangoon.

Akita Maru ... Sunday, 29th Dec.

SHANGHAI, KOBE & YOKOHAMA.

THE LATE DR. MRS. HICKLING.

MEMORIAL PORTRAIT UNVEILED AT HOSPITAL.

Touching references to the wonderful life-work of the late Dr. Mrs. A. D. Hickling, who laboured for many years as Medical Officer of Chinese hospitals and Public Dispensaries and as supervisor of the work of the Tsan Yuk Hospital, were made by Lady Clementi, when she unveiled a portrait of the late lady doctor, which has been presented by the Staff and past and present nurses of the Tsan Yuk Hospital, yesterday afternoon.

The portrait hangs in the Nurses' dining room, and bears the following inscription:—"In memory of Dr. A. D. Hickling, M.B.E., presented by the staff and present student-nurses of the Tsan Yuk Hospital."

After an address by Dr. Tao, Lady Clementi unveiled the portrait, and, turning to the company, said:

"I expect many people here knew Dr. Hickling better than I did. Some of you had the privilege of being bound up with her in her work, which is the best way of knowing anyone. I only worshipped her from afar, but even the small knowledge I had of her account a precious possession. Dr. Hickling was one of those rare characters who light up this poor world and reveal to us the divine in human nature."

The outline of her 25 years of devoted work for this Colony is well known, but the full tale of her labours in alleviation of human misery is known only to the wondering angels. In these days of self-advertisement her modesty seems almost as marvellous as her work.

That we should have lost her at the height of her usefulness is a poignant tragedy; but, like Florence Nightingale, her greatest

A MEXICAN STRIKE.

PRESIDENT ARRANGES A SETTLEMENT.

Mexico City, Dec. 20. A strike on the British-owned Mexican Railway has ended. President Portes Gil as arbiter gave a verdict that the railway must sign the collective labour contract demanded by the employees, and the strikers be given wages covering the entire time they were idle.—*Reuter's American Service.*

achievement lay in the manner in which she trained and inspired others, and through those she taught she still serves Hong-kong's poor and suffering.

In the Public Dispensaries of the Colony, in the Kwong Wah, the Tung Wah and the Western Hospitals, her living influence still moves among us to-day, and more especially in this Tsan Yuk Hospital, which is her own special creation. How earnestly I hope, Dr. Tao, that your wish may be fulfilled, and that an additional block of buildings may be added to the hospital in her name that the Colony may never, never forget her.

Who shall estimate what the force of her example has been to many who only met her casually, whose contact with her may even have been of the slightest? Can those of us who saw it ever forget the sight of her heroic soul, as she faced death so gallantly, working to the last, regardless of her own suffering, absorbed in her plans for the welfare of her beloved poor?

She has passed beyond our sight, and we shall never look upon her like again.

The ceremony was brought to a close by Mrs. Davey thanking Lady Clementi, on behalf of the staff, for her kindness in coming there that day and unveiling the memorial.

LOCAL FLYING CLUB INAUGURATED.

(Continued from Page 2.)

Vaughan-Fowler, whose unbounded enthusiasm and wide experience as an airman has enabled us to present to you to-day an attractive scheme for its inauguration.

I have appointed the Honourable Mr. W. E. L. Shenton to be the first Wing Commander and President of the Club, and I now invite him to explain to you in outline the proposed draft constitution of the Club. You will then be asked to approve of these proposals in principle and to appoint a committee to work out the necessary details.

Club Organisation.

The objects of the proposed club were outlined by the Hon. Mr. W. E. L. Shenton, who said that the details of the organisation would be worked out by the Committee. The objects of the Club, he said, were to teach the principles of flying, to offer the Government trained pilots and engineers in the event of an emergency, to gain aerial experience by the formation of a Flying Section, and to offer facilities for sport and social intercourse.

The club would be registered with limited liability on the lines of other clubs in the Colony and the membership would be irrespective of nationality, being subject only to the votes of the members of the committee. He went on to deal with the officers, and said the President and the Government Representative would be nominated by His Excellency the Governor. In addition there would be one Naval and one Military representative, and also one from the Royal Air Force. Other officers would be the Secretary, Treasurer and Club Captain, together with six other members to be elected at each annual meeting.

Mr. Summers had offered his services as secretary and Mr. Ritchie had undertaken the duties of Honorary Treasurer until the club was a going concern.

Forms of Membership.

Dealing with the membership of the club, the Hon. Mr. Shenton said there would be flying, subscribing or associate members, and also honorary members. The former would pay a larger entrance fee and subscription and would be called upon to sign a declaration. This was in consideration of the financial assistance received from the Government, which naturally desired to secure the services of the club in the event of a crisis.

The form of declaration was similar to that adopted by other flying clubs and provided that in the event of the Governor declaring a state of emergency, a flying member placed his services at the disposal of the Government, subject to any obligations which may attach to him as a member of the Flying Club.

He added that the entrance fee for flying members would be \$30 and that for subscribing members \$20. The former would pay a monthly subscription of \$5 and the latter \$3.

It was the intention of the Government to give special facilities to members of the Hongkong Volunteer Defence Corps who would be given free instruction in aviation on terms to be decided by the Governor in Council. The Committee would draw up rules and re-

LETTER GOLF.

There's a DARK PLOT connected with to-day's letter golf puzzle.

D	A	R	K
P	L	O	T

1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

regulations to control flying and for the conduct of the Club generally.

The Hon. Mr. Shenton then proposed that the Hongkong Flying Club be formed. Mr. R. Vaughan-Fowler seconded. The motion was carried unanimously when put to the meeting by His Excellency the Governor.

The First Officers.

The Hon. Sir Henry Pollock proposed: "That the undermentioned persons shall be the first members of the General Committee and are authorised to take such steps as may be necessary for the preparation of the memorandum and articles of association of the Club and the bye-laws, and that they are further authorised to proceed generally with the organisation of the proposed Club."

Wing Commander.—The Hon. Mr. W. E. L. Shenton.

Naval Representative.—Lt. Commander W. B. Keith, R.N.

Military Representative.—Capt. K. V. B. Benfield, D.S.O., M.C. (G.S.O. III, China Command).

Royal Air Force.—Wing Commander A. H. S. Steele-Perkins, O.B.E., R.A.F.

Government Representative.—The Hon. Commander G. F. Hole, R.N. (retired).

Honorary Secretary.—Mr. A. W. Summers.

Honorary Treasurer.—Mr. A. Ritchie.

Club Captain.—Mr. E. J. Wynne-Jones.

General Committee.—Mr. R. Vaughan-Fowler.

The Hon. Sir Shou-sun Chow seconded and the motion was carried unanimously.

Proposing a vote of thanks to His Excellency the Governor, the Hon. Mr. Shenton said that he felt sure the club would be a successful one. Replying, His Excellency expressed thanks and wished the Hongkong Flying Club every possible success in the future.

CONSIGNEES' NOTICE.

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General cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at "Consignees' risk" and subject to the terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from the Godown on and after 19th December. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all General Cargo remaining undelivered after the 24th December, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th January, or they will not be recognized.

No Fire Insurance will be effected BUTTERFIELD & SWIRE.

Hongkong, 19th December, 1929.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S.S. "ANGERS" Arrived Hongkong on Wednesday the 18th December, 1929.

from Marseilles & also bringing through cargo from Bordeaux, Cognac & ex s.s. "ROLLON" & "FORMIGNY"

Consignees of Cargo by the above named steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Friday the 27th December, 1929, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs.—Goddard & Douglas at 10.00 a.m. on Monday the 23rd Dec. 1929.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agents.

Hongkong, 18th December, 1929.

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RAJPUTANA	16,568	4th Jan.	Bombay, M'ses & London
*LAHORE	5,304	11th Jan.	M'ses, L'don, Hull, H'bg, R'dm, & A'werp
KHIVA	9,135	18th Jan.	M'ses & London
*Cargo only.			*Calle Casa Blanca.

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TILAWA	10,000	27th Dec.	S'pore, Penang & Calcutta
TALAMBA	8,018	7th Jan.	S'pore, Penang & Calcutta
TAKADA	6,949	19th Jan.	S'pore, Penang & Calcutta
TALMA	10,000	28th Jan.	S'pore, Penang & Calcutta
SHIRALA	7,841	8th Feb.	S'pore, Penang & Calcutta
TAKLIWA	7,836	18th Feb.	S'pore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

*ST. ALBANS	4,500	3rd Jan.	Manila, Sandakan, Thura
NELLORE	6,853	31st Jan.	Island, Townsville, B'bane
TANDA	6,956	28th Feb.	Sydney and Melbourne.

*Calle Port Holland.

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*MIRZAPORE	6,715	28th Dec.	Shanghai, Moji & Kobe
MANTUA	10,946	3rd Jan.	S'hai, Moji, Kobe & Yoko
TALMA	10,000	7th Jan.	Amoy, Moji, Kobe & Osaka
NELLORE	6,853	7th Jan.	Moji, Kobe, Osaka & Yoko
*KIDDERPORE	5,384	10th Jan.	Moji & Kobe

*Cargo only.

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Steamship "GLENSHANE" ... 1st Jan.

Motor Vessel "GLENAMOY" ... 10th Jan.

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Pres. Taft ... Tues., Jan. 21
Pres. Jefferson ... Tues., Feb. 4

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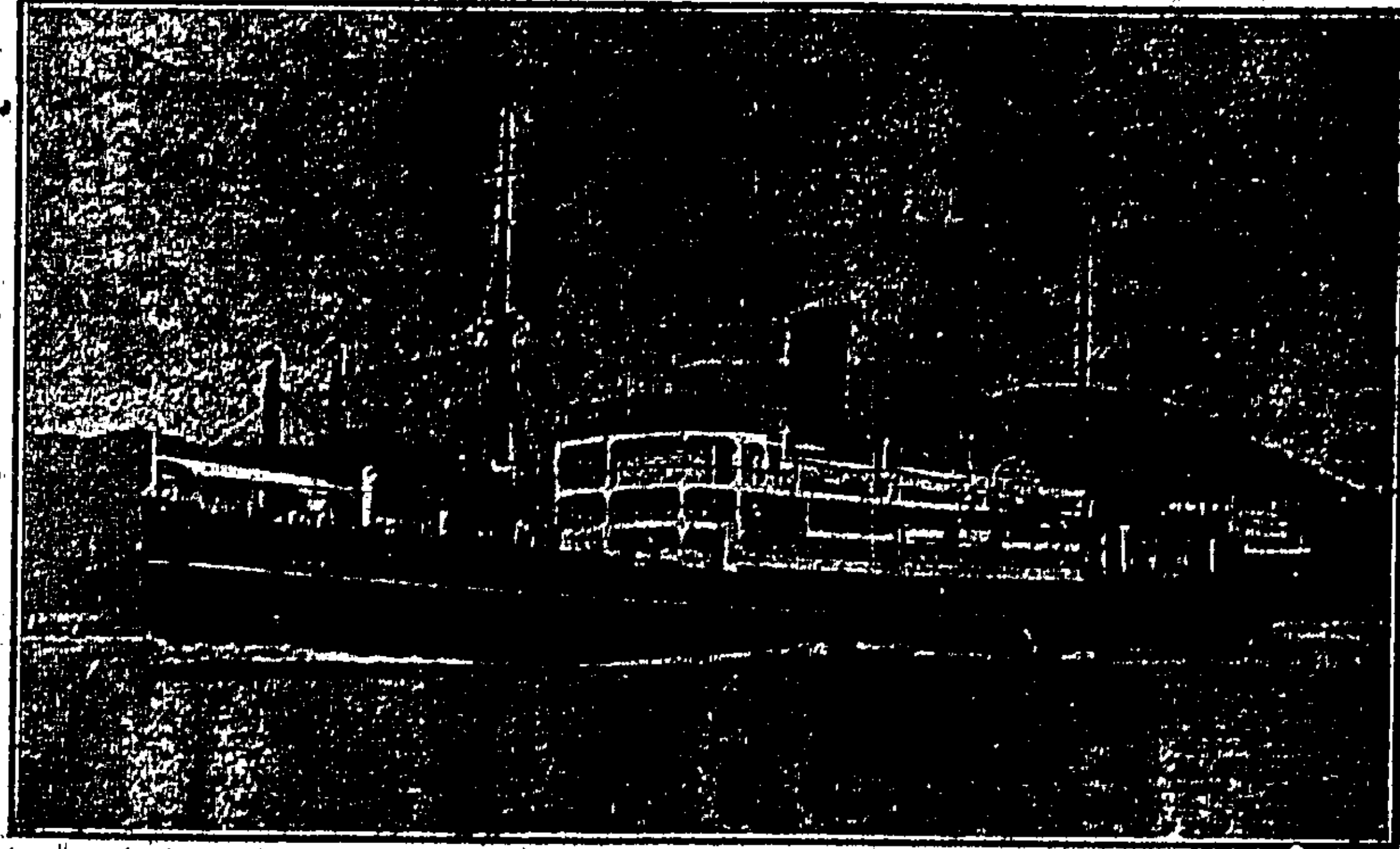
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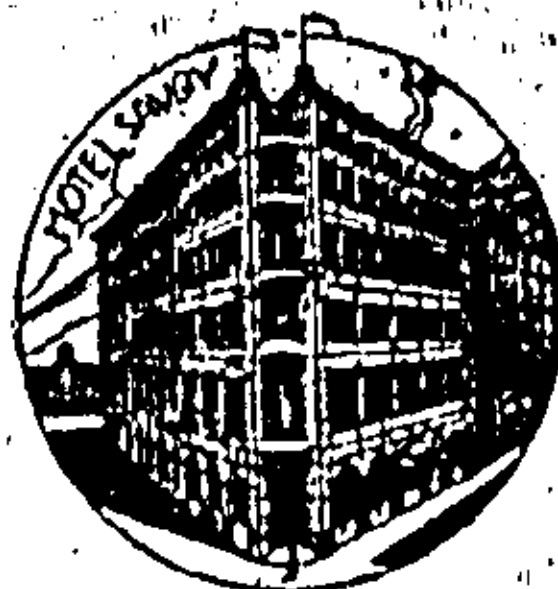
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"PEA-SOUPER" OVER NEW YORK.

SHIPPING AT STANDSTILL
FOR FOUR DAYS.

"FORT VICTORIA" EPIC.

New York, Dec. 20.
A dense fog has practically
brought to a standstill all shipping
movements in New York Harbour
for a period of four days.

Shifting winds to-day, however,
give promise of clearing the air.
The New York newspapers con-
tinue to pay tributes to the dis-
cipline which prevailed on board
the British liner Fort Victoria
when she was rammed and sunk
outside the Harbour by another
ship two days ago. There were
200 passengers on board as well
as a large crew, and their trans-
fer to a pilot boat was carried out
with perfect orderliness and in
remarkably quick time.

The Press specially commends
the wireless operator, as well as
the Captain and officers for stick-
ing to their ship until the last pos-
sible moment. The Fort Victoria
went down almost immediately
after they abandoned her.

Meanwhile very severe wintry
conditions prevail in other parts
of the United States. Half the
continent is experiencing tempera-
tures below freezing point, and a
number of deaths have occurred as
a direct result of the acute con-
ditions.—*Reuter's American Ser-
vice.*

LORD PRIVY SEAL HECKLED.

(Continued from Page 1.)

powers that Parliament must give
before they could start a man
working.

Speaking Up.

Whereas the schemes of munici-
palities or public companies sanc-
tioned by the Unemployed Grants
Committee in the last two years of
late Government had involved an
expenditure of six million pounds,
in the six months during which the
present Government had been in
office, this committee alone had
sanctioned the spending of £13-
500,000 for 630 different schemes.
At the present moment, there were
nine hundred and twenty-three
fresh schemes under considera-
tion, of a total value of £18,000-
000.

Eight and a half millions ex-
penditure had been sanctioned on
electricity development.

Docks and Harbours.

In regard to docks and harbours,
here again a study of the unem-
ployed problem convinced him
that, if we wanted to develop our
trade, more facilities and more
efficient plant was required at
many of our docks and wharves.

He had invited a committee of
the dock authorities to meet him
and schemes had been approved for
docks in such places as Dundee,
Milford, Liverpool, Newcastle-on-
Tyne, Shoreham, Inverness, Boston
and Aberdeen.

He would be deceiving the House
if he did not frankly say that in
the end these schemes were only
expedients.

Trade Commissioners.

"I do not believe any Government
can solve the unemployment prob-
lem by merely temporary schemes,
of whatever kind they are. I do
believe that, in addition to all this
speeding up that I have enumerated,
you have got to concentrate on your
export trade."

He deplored the fact that the
late Government had abolished trade
commissioners for twenty-two dif-
ferent countries. The present Gov-
ernment proposed to restore most
of these. It was engaged in reviving
the whole of that department.

Dealing with the general trade
prospects of the country, Mr.
Thomas said that recent events in
London and America could not be
minimised. Their effect was very
serious.

Rationalisation of Industry.

On other hand, there were bright
prospects in certain industries if
unification and rationalisation could
take place.

The motor industry offered more
hope of employment than others.
In the steel industry, great
changes were taking place. The
steel industry was passing through
a difficult period and the cotton in-
dustry was in the same position
precisely.

He was applying himself, in con-
sultation with those trades and with
experts, to see how far they could
stimulate those industries.
In conclusion, he repeated he
would do all he could by the ex-
penditure of public moneys to pro-
vide employment, always provided
it added to the efficiency and the
general prospects of the country as
a whole.

Just as his predecessor had put
on the brake, he was putting on the
accelerator.—*British Wireless and
Reuter.*

BRITISH PUNITIVE EXPEDITION.

RECALCITRANT CHIEFTAIN
CAPTURED.

CAPTAIN LOW IS SHOT.

Khartoum, Dec. 20.
The recalcitrant trial Chief,
Lafofa, who has his domain in the
region of Talodi in the Nuba Hills,
was captured a few days ago by a
joint force of the Sudan Defence
Force and the police, sent out for
the special purpose of bringing
him to book.

Tribesmen the next day fired on
the troops, killing one and wound-
ing their commander, Captain A.
Low.

The situation is well in hand.—
Reuter.

Nigeria Trouble Over.

London, Dec. 20.

Reuter learns that Opofo, in
southern Nigeria, is now quiet.
The situation in the whole of
Calabar Province is rapidly
approaching normality and a
resident believes that the crisis is
past.

Everything is quiet in Owerri
Province, except in two remote
and unimportant centres where an
early settlement is expected.

The Colonial Office has received
information to this effect from the
Governor of Nigeria.—*Reuter.*

INSPECTION OF THE K.O.S.B.

GENERAL'S WISH FOR A
HAPPY XMAS.

The 2nd Battalion K.O.S.B. were
inspected by H.E. Major General
J. W. Sandilands, this morning.
At 8.45 a.m. the men marched
from barracks, preceded by their
band, and formed up on Murray
Parade Ground for the G.O.C.'s
inspection.

Later the troops marched back
to barracks and laid down their kit,
after which H.E. walked through
the barracks wishing the men a
happy Christmas.

Major General Sandilands will
pay a similar visit to the Somerset
Light Infantry at Shamshupo on
Monday.

HAICHING PIRACY SEQUEL.

TWO MEN FACE CHARGE
OF MURDER.

Lam Hing and Chan Ma-yang,
both described as Namsham
Hoklos, made their second appear-
ance in the dock at the Central
Magistracy, charged with the mur-
der of Mr. Kingsley Frank Wood-
ward, the Third Engineer of the
pirated s.s. Haiching, this morn-
ing, and were again formally re-
mandered in police custody for one
week.

Chief Inspector Reynolds made
application to Mr. Hamilton for
the remand, and, in granting it, the
Magistrate asked which of the two
were found in the locker.

Mr. Reynolds replied:—"The
tall one, your Worship."

The prisoners were then re-
moved from the dock under close
guard.

THE WEST RIVER GUNBOATS.

RESULTS OF THE ANNUAL
REGATTA.

The West River gunboats re-
gatta was held at Canton on Fri-
day, the complete results being as
follow:—Moorhen, 35 points;
Moth, 30; Tarantula, 23; Cleat,
21. H. M. S. Seamus did not partici-
pate.

The officers' race was won by
H. M. S. Moth.

EXCHANGE RATES.

London, Dec. 20.

Paris 123.89

Brussels 34.855

Amsterdam 12.10

Berlin 20.385

Copenhagen 16.185

Vienna 34.67

Helsingfors 19.44

Lisbon 108.20

Bucharest 9.17

Buenos Aires 4.47

Shanghai 270.8/32

Yokohama 468.7/32

New York 25.095

Geneva 98.25

Milan 18.095

Stockholm 18.20

Oslo 104.4

Prague 35.43

Madrid 37.6

Athens 51.1/32

Rio 1/6 20/32

Bombay 1/7 1/2

Tong Kong 22 1/2

Silver (spot) 22 1/2

Silver (forward) 22 5/16

—*British Wireless.*

DEATH OF M. EMILE LOUBET.

FORMER PRESIDENT OF THE
FRENCH REPUBLIC.

FATHER OF ENTENTE.

Paris, Dec. 20.
The death has occurred, on the
eve of his ninety-first birthday,
of M. Emile Loubet, former Presi-
dent of the Republic, and one of
the originators of the Entente
Cordiale.—*Havas.*

It is twenty-four years since M.
Loubet retired from active poli-
tics and he is scarcely known by
the younger generation in France.
He spent the evening of his days
on his estate in his native Depart-
ment of the Drome, but for the
last few years he had lived with
his son in the town of Montellim-
mar. On December 31st, last
year, when he celebrated his nine-
tieth birthday, he was still in re-
markably good health.

M. Loubet was born in 1838, at
Marsanne, Drome, where he prac-
tised as a lawyer. He began a
political life by interesting him-
self in municipal affairs and
while a comparatively young man
he became mayor of Montellimmar.

A close friendship existed be-
tween him and Carnot and they
entered the Chamber together in
1876. Nine years later, after
Loubet's election to the Senate,
he became the leader of the ex-
treme Left, and on Dec. 12, 1887,
he entered the Tirard Cabinet as
Minister of Labour, becoming
later Premier and Minister of the
Interior.

It was a trying time with an-
archist outrages miners' riots and
the Dahomey expedition. The
Radicals defeated him in 1892 and
he took the portfolio of the In-
terior in the Ribot Ministry, but
aroused antagonism owing to his
defence of Rouvier and had to re-
sign in 1893, because he took the
side of those compromised by the
Panama scandal.

In view of his blameless reputa-
tion however, he was elected in
1896 President of the Senate and
in 1899, President of the Republic.

M. Loubet's Presidency was
notable for the strengthening of
the Franco-Russian Entente and
for the Dreyfus case; it required
some courage to sign the order for
the re-trial of that officer. But his
most important work was the
inception of the Entente Cordiale
in co-operation with King Edward
VII. It was the action of the latter,
then at Gibraltar, in sending his
own naval escort to greet Loubet
on his visit to Algiers that caused
the President to invite the
monarch to visit Paris on his way
home—an invitation which he in-
sisted on accepting despite the
misgivings of the then British
Government.

It was M. Loubet's tact that
healed the wounds left by the
French support of the Boers and
by the British outmanoeuvring of
Marchand at Fashoda. The
friendship thus begun in 1903 was
to have momentous consequences
when Germany put it to the test
in 1914.

Another episode of Loubet's
term of office was the campaign
which led to the separation of
church and state. He himself did
not approve of the great bitterness
displayed towards the clergy and
the religious congregations. In
support of his foreign policy he
paid visits to England and Russia.
At the end of his seven years' term
he declined re-election and
retired from politics at the end of
1905. His successor at the Elysee
was M. Fallieres.

BRITAIN & RUSSIA.

AMBASSADOR PRESENTS
CREDENTIALS.

London, Dec. 20.
The Russian Ambassador, M.
Sokolnikoff, has presented his
credentials to the Prince of Wales
at St. James Palace.

M. Sokolnikoff plunged into
business immediately after pre-
senting his credentials. He called
on Mr. Henderson and exchanged
notes regarding propaganda,
presumably also relating to the
Dominions.

Scenes of fervour marked a
crowded demonstration to protest
against Soviet persecution of re-
ligion in Russia, at the Albert
Hall. The audience, the majority
of whom were women, stood a
minute silently in remembrance
of those who had suffered for
their faith in Russia.

The main resolution was moved
by Lord Brentford, who condemn-
ed the cruel persecution of fellow
worshippers and suppression of
religious instruction of the young.
Chief Rabbi Hertz said the
Jews were the greatest sufferers
from Soviet religious persecution.
—*Reuter.*

London, Dec. 20.
It is understood that Sir Esmond
Ovey the newly appointed British
Ambassador to Russia, will pre-
sent his credentials in Moscow to-
morrow.—*British Wireless.*

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SINGING
DANCING**

*Dramatic
Sensation*

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MELODY**



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in

The FORTUNE

HUNTER

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At 2.30 & 5.30.